MINUTES OF MEETING OF COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., SEPTEMBER 15 and 16, 1927.

The second meeting of the Commission of Fine Arts during the fiscal year 1928 was held in its office in the Interior Department Building, on Thursday, September 15, and Friday, September 16, 1927.

The following members were present:

Mr. Moore, Chairman,
Mr. Mowbray,
Mr. Delano,
Mr. Garfield,
Mr. Taft,
also Mr. H. P. Caemmerer, Secretary and Executive Officer.

The meeting was called to order at 9:30 a.m.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the Meeting held July 1, 1927, were approved.

2. GIFT OF BOOK, "CENTER MONDIAL": The secretary placed before the Commission the book entitled "Center Mondial", by Hendrick Christian Andersen, and Ernest M. Hebrard, Architect, of Paris, who presented the book, which outlines a city plan for a World Center, to the Commission of Fine Arts.

The Commission examined the book with interest and requested the secretary to express to Mr. Hebrard their hearty appreciation of this gift.

3. RESOLUTION PERTAINING TO THE PROMOTION OF THE SECRETARY: The Chairman presented the following Resolution, which was adopted by the Commission:

RESOLVED, That the salary of H. P. Caemmerer, Secretary of the Commission of Fine Arts, be increased from $5,000 to $5,500 per annum.

The secretary expressed his grateful appreciation of this action of the Commission.

4. GENERAL MILES MEMORIAL FLAGPOLE, SOLDIERS' HOME: By letter dated August 2, 1927, Major General H. P. McCain, Governor of the United States

Soldiers' Home, submitted a design for a proposed ornamental base for the flagpole at the Soldiers' Home. It was stated---

> "The Board of Commissioners, at its meeting on December 21, 1926, approved the placing of the memorial at the Home, the design to be subject to the approval of the Commission of Fine Arts and the Governor of the Home, as shown by the following extract from the minutes of that meeting:
>
> 'Upon recommendation of the Governor, the Board approved a request from Mrs. Mary Logan Tucker on behalf of the National Society Dames of the Loyal Legion to place a memorial at the Home to the late Lieutenant General Nelson A. Miles in the shape of a bronze base to the flag staff, the design to be subject to approval by the Fine Arts Commission of Washington and the Governor of the Home.'

The design, made by the Newman Manufacturing Company, of Cincinnati, Ohio, was ornate, with poor lettering, and the Commission disapproved it.

The Commission regarded it unwise to attach an ornamental base to the existing flagpole at the Soldiers' Home, which is of an ordinary type, such as were erected years ago with a "crow's nest". Mr. Moore said there should be no difficulty in securing an entirely new flagpole with the base; that at the time of the erection of the new flagpole at the Arlington Amphitheater, which cost about $4800, a steel pole could have been secured for $1500; that he felt the Institution could well afford to purchase a new flagpole and base.

Attention was called to the new flagpole designed as a War Memorial Flagpole at Plainfield, New Jersey, by Harvey Wiley Corbett, and to the flagpoles in front of the New York Public Library.

A report was sent to Major General McCain (Exhibit A).

5. MEMORIAL TABLET TO COMMEMORATE THE SHIP PRESIDENT LINCOLN: Under date of August 1, 1927, the following letter was received from Mr. H. D. Carter, 165 Broadway, New York City, with a print of a bronze tablet as proposed

placing in the Arlington National Cemetery, as follows:

"Dear Mr. Moore:

"During Capt. Foote's last visit to New York he told me of having talked with you regarding the placing of the U.S.S. President Lincoln Memorial Tablet in Arlington next May. Unfortunately I have been very busy and therefore unable to get the matter in hand before this time.

I have, however, investigated the possibility of interesting Senator Copeland from New York and am quite confident that he will be glad to handle the legislation in Congress.

Under separate cover, I am forwarding you a photographic copy of the memorial tablet, which as you know was temporarily placed in the side wall of the Barge Office at the Battery, New York. Before going into the matter definitely with Senator Copeland I would appreciate an expression from you as to whether or not you consider the tablet of suitable design and whether you think it represents an event which would warrant its being permanently placed at Arlington.

Of the twenty-six officers and men who were lost with the ship, seven came from New York State, six from Pennsylvania, three from New Jersey, two from Tennessee, and one from Utah, Colorado, Florida, Missouri, Nebraska, Texas, Indiana and Wisconsin. I have not definitely completed all of the facts but am confident that my investigation will show that every State in the Union was represented by men serving aboard the ship. It occurs to me that the memorial is of sufficient national importance and significance to have a place designated in Arlington for it.

Our plans contemplate placing the tablet at Arlington and holding our tenth annual reunion in Washington, on May 30th next year.

Thank you for your courtesy and interest in the matter, and if there is any other information you desire, please ask for it."

Cordially yours,

Oil Trading Co., F. D. Carter.

The Commission inspected the design and disapproved it. It represented a sinking ship and waves in bronze, something difficult to reproduce well, and the lettering was poor. The Commission felt the disaster of the sinking of the United States Ship President Lincoln on May 31, 1918, might properly be commemorated in the Amphitheater, and for this suggested an inscription cut in the marble between two of the arches. Mr. Carter was informed accordingly. (Exhibit C).

6. TOMB OF THE UNKNOWN SOLDIER: Mr. Moore submitted a photograph of a sketch model of a sarcophagus, showing well designed eagles at the corners, which he had received from Mr. James E. Fraser, sculptor. Mr. Fraser had

made the design for another proposed monument, but Mr. Moore said he was offering the design to the Commission with the feeling that it is a very appropriate design for the monument to the Unknown Soldier at Arlington; that several years ago, when Mr. Fraser was a member of the Commission, he casually suggested a design of this nature, having the War Department approved the design for a tall monument made by Mr. Hastings.

The Commission were pleased with the design, and regarded it suitable for the Tomb of the Unknown Soldier, subject to its being designed on scale. Mr. Delano said it would be important to study the sketch model on a suitable scale in relation to the site; that a larger monument would be necessary than the one suggested by the model.

Mr. Taft was very much pleased with the design, and said he saw the model in Mr. Fraser's studio in New York City. The Commission suggested that the matter be taken up with the War Department and with Mr. Hastings, with a view to securing his consent to the cooperation of Mr. Fraser in this matter.

Mr. Moore said he had submitted a photograph of the model to Mr. Luce, and expected to hear from him concerning it very soon.

(Mr. Luce replied by letter of September 20th, as follows:

Rocky Ford, Me.,

"My dear Mr. Moore:

The design herewith pleases me and I should be content with the course you suggest. But it will not, I fear, be carried through without difficulty. No design with any ornament whatever will fail to arouse hostility from some source or other. For that reason I had come to the conclusion that we might be driven to a perfectly plain cube, massive and symmetrical, with nothing on it but the lettering - "To the Unknown Soldier," or, "To an Unknown Soldier." As a matter of fact that would not of itself displease me, but I know the conclusion is a bit cowardly in appearance. If we can "get away" with some symbolism of a decorative nature, so much the better.

"I regret the delay in getting this response to you. Transmission of your letter through Waltham, with the leisurely conditions of a Free Delivery route, may explain my seeming tardiness.

"Hope the summer has gone pleasantly with you.

Very truly yours,

Robert Luce, Chairman, Committee on the Library, House of Representatives.)

Mr. Delano said he expected to see the Secretary of War next week and talk with him about the design.

7. BARS TO PROTECT THE TOMB OF THE UNKNOWN SOLDIER: By letter dated July 20, 1927, the Quartermaster General submitted a sketch proposing to erect a chain barrier at the Tomb of the Unknown Soldier, as follows:

> "The Quartermaster General desires that you be informed that it is desired to erect a chain barrier at the Arlington Memorial Amphitheater north and south of the Tomb of the Unknown Soldier, as shown on the attached sketch, for the purpose of keeping the general public at a reasonable distance from the Tomb, but close enough to view the Tomb and all ceremonies held there.
>
> A barrier of bronze chains and posts similar to the barrier erected on the road at the north side of the Amphitheater is considered suitable for the purpose.
>
> The advice of the Commission of Fine Arts is requested as to the construction of the barrier, and the design and material to be used."

Mr. Moore said the matter was brought to the attention of Mr. Thomas Hastings, who had replied by letter of August 16, 1927, as follows:

> "Your letter enclosing a sketch plan to show the proposed chain barrier around the Monument to the Unknown Soldier I found awaiting me upon my return from Europe. I quite agree with you that as shown on the plan it is not a happy solution of their problem. If they need such a barrier, it should be properly planned and the posts and chains related to each other so as to look well. This plan places them in a very awkward way. A section and elevation should be made and a full-size of the post so that they be in scale with their surroundings.
>
> I will gladly give my services if I am wanted and will make this drawing and detail of post at any time if acceptable to the War Department.
>
> I do wonder what is happening in connection with the Monument itself. I have often thought that if there is anyone high up in authority who has ideas about this matter and who has retarded any action being taken in connection with it, it would seem as though I ought to see such a person and work with him or her. I feel sure that I could do it and come to some arrangement. There are thousand things that could be done, something should be done, and it would be most unfortunate if it were not done to harmonize with the Amphitheater and it seems as though I should do this and I know you agree. Confidentially, I never was quite happy about the idea of turning down the balustrade and making a wide staircase approach. I feel that such a staircase goes nowhere excepting into an open field and I also feel that the most important

point of view in connection with the design is from the roadway on the upper level and the balustrade makes a foreground to the distant picture, including the river and other features. From the upper roadway, the staircase would never be seen and we would lose the foreground which separates the architectural from the natural landscape. I would gladly go to Washington at any time to see anybody in connection with this memorial if I could be sent for; as you know, I have spent no end of time and, incidentally, a considerable amount of money, and have never been reimbursed. It doesn't seem right."

The Commission were opposed to these chain barriers and decided that, inasmuch as the whole question of completing the Tomb of the Unknown Soldier is now under consideration they could not feel justified in authorizing the expenditure of the money required for the bronze chains, and posts at this time. (Exhibit C).

8. BIRD HOUSE, ZOOLOGICAL PARK: Mr. Harris submitted a design showing birds in color proposed as a scheme of decoration for the new Bird House, which is being built in the Zoological Park.

Mr. Harris said there is not enough money to have mosaics and the scheme of colored concrete, made by Mr. John J. Earley, sculptor, 2151 G Street, N.W., he regards appropriate for use, subject to the approval of the Commission of Fine Arts.

The Commission regarded the design highly colored so as to present a gaudy appearance and questioned the ultimate size of the birds indicated in the design. In accordance with the suggestion of Mr. Harris, the Commission visited the studio of Mr. Earley later in the day. Mr. Taft said he saw one of the capitals for one of the columns of the Bird House at Mr. Earley's studio, which he regarded well made, and said he felt the colored concrete would give a pleasing effect to the building. Mr. Harris explained the process of making the colored concrete, of the exposed aggregate type, which consists of mixing colored glass with cement, filled into an outline previously drawn, with a suitable background in color for contrast. The

The Commission visited Mr. Harley's studio later in the day and observed the process of making colored concrete. They were informed that Mr. Harley gets his colored glass from Venice, and also ground marble from various parts of Italy.

The Commission inspected the Bird House on Friday, which they found in the process of completion at the Zoological Park, a two story red brick (variegated) building. It is Booker Colonial Hard Face Brick, made by the United Clay Products Company, at Morrison, Virginia, near Richmond. The building will be 155 feet long and 87 feet wide, with bird cages in the building and outside. It is located near the existing Bird Cage at the Zoo, but needs a series of roadways to reach it. These are to be laid out after the building is completed.

Mr. Mowbray expressed the desire to have the full size drawings of the birds, for the color decoration, inspected before passing on them. This was done in behalf of the Commission by Mr. Delano, who said they were satisfactory to him, and therefore approved.

9. M STREET BRIDGE: Mr. Harris submitted a preliminary design for the new M Street Bridge at Georgetown. Mr. Harris said it was designed with special regard for the Rock Creek and Potomac Parkway underneath by providing three 60 foot arches, one on each side and one over Rock Creek; also that a 48" water pipe had been omitted from the design and placed underground, and that the sewer had been similarly adjusted.

The Commission were pleased with the design, and said that to omit the water pipe would result in not only a lighter bridge but one of more beautiful design. Mr. Harris said that as this arrangement meets with the approval of the Commission of Fine Arts, he felt certain it would meet with

the approval of the Commissioners of the District of Columbia and of Congress. The bridge is to be 240' long, 60' wide, and 22 feet high over the driveways.

The architect members of the Commission called attention to various features of the design in matters of detail, which were noted by Mr. Harris and will be included in further drawings of the bridge to be submitted. It is to be built of reinforced concrete. A report was sent to the Commissioners of the District of Columbia (Exhibit D).

10: SEVILLE INTERNATIONAL EXPOSITION BUILDING: Governor Thomas E. Campbell, Commissioner General of the Seville International Exposition Commission, Mr. John H. Denison, secretary, with the other members of the Commission, and the architect Mr. W. Templeton Johnson, of San Diego, California, met for a conference with the Commission of Fine Arts in regard to the proposed permanent building of the United States Government to be built at Seville.

Governor Campbell, in introducing Mr. Johnson, said they had visited Seville recently and found that the building designed heretofore and which was acceptable to the Commission of Fine Arts, could not be built because the authorities at Seville said that part of the land which had been allotted to the United States Government had to be given over to one of the South American governments, which left a comparatively small triangular space for the United States; and furthermore, that it was found necessary to make two leases, one for the period of the exposition, the other for 75 years for the permanent building; that the land was so valuable the Seville authorities would not sell it to the United States Government.

Mr. Johnson said that as the result of developments, as explained by Governor Campbell, he had made a new design suggesting a triangular building (Scheme A and Scheme B), approximately 100 feet long on a side and two stories high, which will be adapted to the site for a permanent consulate building, and which during the period of the exposition will be used to house United States Government exhibits. Mr. Johnson also submitted a design for a rectangular building for the site, which he said he preferred to the triangular one, as the rooms could be more conveniently arranged.

The architect members of the Commission gave the designs special consideration, and upon their recommendation the Commission selected Scheme A for a triangular building. This met with the unanimous approval of the members of the Seville Exposition Commission. Governor Campbell said they were making $150,000 available for the building, which would assure a permanent building, with modern conveniences, suitable for a consulate, and would be a permanent remembrance of the exposition at Seville. The building is to be constructed of brick, concrete and tile, and is to be of the Spanish-Colonial type, representative of Southwestern United States.

Governor Campbell said he favored a well designed staircase as a feature of the building, but the Commission concluded that this would not be advisable in the building, as a stair-case must lead to something.

Mr. Johnson said he would give details of the design further study, in which the Department of State will also be consulted.

Governor Campbell expressed his appreciation, in behalf of his Commission, for the opportunity to confer with the Commission of Fine Arts in regard to the design and said they hoped to begin construction of the building very soon, as the exposition is to open in October, 1928, and about 10 months are desired

to erect the building. The permanent building, he said, will provide 3600 square feet of exhibition space, and a temporary exposition building to be built will provide 10,000 square feet. (Exhibit E).

11. COLUMN FROM THE TEMPLE OF JUPITER OLYMPIAN: By letter of August 9,1927, the Department of State requested the advice of the Commission of Fine Arts with regard to the location of a Corinthian Column from the Temple of Jupiter Olympian at Athens, which the people of Greece have offered to the United States, by cablegram dated July 25, 1927, as follows:

"Athens, Greece,
Secretary of State, Washington: July 25, 1927.

Committee of distinguished Athenians have waited upon me to announce the proposed gift from the Hellenes to the American people which 'will represent the ardent desire of the Hellenic people to give elucidatory proof of their gratitude for numerous services rendered during recent years'. Gift will be a reconstituted Corinthian column from the temple of Jupiter Olympian in the pentelic marble of which Parthenon is constructed which will be shipped to Washington in November for formal presentation through Greek Minister. Column will be seventeen and one-quarter meters high and one meter point seventy at base.

Skinner."

The secretary stated that Mr. Charles L. Cooke, of the Department of State, had called on him in regard to the matter, and that it was decided prior to bringing the matter to the attention of Congress, to ask Lieut. Col. U. S. Grant, Director of Public Buildings and Public Parks, to take care of the column when it arrives, who, however, has said an appropriation must be made available for this purpose; that Mr. Moore had suggested placing the column at the intersection of B Street and the Rock Creek and Potomac Parkway, whereupon Col. Grant had asked the secretary for a statement regarding the column with a view to making a scale drawing (Exhibit F).

The Commission expressed their deep interest in this matter. Mr. Delano said he thought the Triangle would make a suitable location for the column, in

the court planned for the new public buildings. The question of locating it at the end of F Street, where it would balance the Ericsson Memorial, was also considered. The Commission decided that if the column is to be an original reconstituted column from the Temple of Jupiter Olympian, a suitable location would be provided for it. (Exhibit F-1)

The question was raised whether such a column would stand the climate of the United States. Mr. Lowbray recommended waxing the column, the same as was done with the obelisk in Central Park, New York. This he said will protect the column for 30 years, and wax being transparent, will not interfere with the appearance of the column.

In this connection the advisability of waxing the columns of the Lincoln Memorial was considered. The members of the Commission said they had observed cracks in some of the columns and that they should be protected by waxing. It was decided to bring this matter to the attention of Col. Grant, and also their protest against a prevailing practice in this city of "painting" the statues, saying that it spoils the beauty of the workmanship, especially in such monuments as the Grant Memorial.

12. CENTER PARKING, MASSACHUSETTS AVENUE: The Commission received a copy of a letter from the American University Park Citizens' Association, sent to the Commissioners of the District of Columbia, on July 30, 1927, as follows:

> "At the July meeting the question of having that part of the roadway of Massachusetts Avenue from Lincoln Street, N.W., to the District Line, formerly used for the rails of the street railway company set permanently apart as a center parking, received the attention of the Association. As the width of the road is such as to make this plan altogether feasible and the beauty of the Avenue would be immeasurably enhanced by such a treatment, it was the unanimous wish of the Association that this be done and I was instructed to urge upon you the desirability of this project with the request that you advise the Association as to whether or not this project can be included as part of the District's street plan for this neighborhood.
>
> Henry A. Donovan, Secretary"

Mr. Moore said that,as he knew the attitude of the Commission towards the problem of widening streets, namely that a study should be made and plan prepared before a street is widened, he had asked Colonel Grant for such a plan, by letter of September 9th, to take in the entire length of Massachusetts Avenue, as follows:

> "At the next meeting of the Commission of Fine Arts a suggestion will come up for a center planting on Massachusetts Avenue, from Wisconsin Avenue to the District Line, the planting to be similar to that on Maryland Avenue and Pennsylvania Avenue east. The subject is interesting, but what the Commission would like to see is a study of Massachusetts Avenue throughout the District of Columbia. Massachusetts Avenue presents the greatest opportunity for city planning afforded by any thoroughfare in the District of Columbia. The opportunity exists now to determine the character of both ends of the Avenue. In this connection the question should be studied and decided as to whether the terminal circle or square shall be wholly within the District of Columbia and so under the control of the National authorities, or whether the line shall be permitted to run through the center of the circle, as at Chevy Chase, with the result of creating a divided jurisdiction.
>
> Again, the large and strategic purchases by the National Capital Park and Planning Commission in the Anacostia region inevitably will make that section of the District of Columbia highly attractive.
>
> Third, the question of a Massachusetts Avenue bridge across the Anacostia should be considered at this time, so that the future development of the Anacostia region may be made with a full knowledge of the proposed plan, on the part of private owners and the various District authorities.
>
> Fourth, a plan should be made at once for the treatment of Massachusetts Avenue between the Union Station and Fourteenth Street. That portion of the Avenue is developing almost slum conditions. At any rate there is a blighted district there which can be and should be removed by intelligent planning. What has been done on Connecticut Avenue should be a warning.
>
> The growth of the city undoubtedly demandsgreater traffic facilities on leading Avenues, but this is a matter that should be handled in accordance with a well thought-out plan and not by haphazard treatment of individual areas unrelated to the general development of the street.
>
> Can we not have from your Office a general sketch for the treatment of Massachusetts Avenue throughout its entire extent?"

The Commission concurred in the matter. Mr. Moore said about 1870 front yards were created on Massachusetts Avenue to save street paving, but

that now traffic conditions warrant retaking those areas, especially since many of these front yards are being neglected.

Colonel Grant, who was present, said he would bring the matter before the National Capital Park and Planning Commission with a view to having such a plan to widen Massachusetts Avenue its entire length prepared. The American University Park Citizens' Association was informed accordingly. (Exhibit G)

16. COMMUNITY CENTER AND PARK, BRIGHTWOOD: The National Capital Park and Planning Commission requested the advice of the Commission regarding the establishment of a Community Center and park at Brightwood, by letter of August 26, 1927, as follows:

> "The National Capital Park and Planning Commission favors the purchase of lots 2 to 6, inclusive, in square 3269; lots 1 to 61, inclusive, in square 3271; lots 1 to 40, inclusive, in square 3284; and lots 1 to 64 inclusive, in square 3285, aggregating 87,937 square feet, for the sum of $136,861.25. The intention is to establish here a community center of considerable size, in the space between Brightwood and Takoma Park, land for little improved, but rapidly increasing in cost as improvements draw near."

Mr. Moore stated that he, Mr. Coldren of the National Capital Park and Planning Commission, and Mr. Oehmmerer visited the location, which is to the east of Walter Reed Hospital in an area partly wooded and well adapted for the creation of a community center and park. The Commission approved the proposed purchase of the area. (Exhibit H)

17. WORLD WAR MONUMENT AT BREST, FRANCE: By letter of September 10, 1927, the American Battle Monuments Commission resubmitted a plan for the Brest Naval Memorial, designed by the Howard Shaw Associates, of Chicago, together with photographs showing the location proposed for the monument at the harbor. The Commission noted an improvement in the design, and approved it with the suggestion that the ornamental top be omitted, and that the face of the shaft together with the inscription, be brought down, so as to appear set in the

ledge of the rock. Mr. Garfield prepared a sketch illustrating this change, which was sent to the American Battle Monuments Commission (Exhibit I)

15. DESIGN FOR WORLD WAR MEMORIAL AT AUDENARDE, BELGIUM: Under date of September 14, 1927, the following letter was received from the American Battle Monuments Commission, resubmitting the design for the World War Memorial at Audenarde, Belgium:

> "With reference to your letter of June 2, 1927, approving Scheme A of the designs for a memorial monument at Audenarde, Belgium, the American Battle Monuments Commission, at a meeting on July 20, discussed these designs and approved Scheme B.
>
> In view of this decision it is desired that your consideration be given again to Scheme B and that you advise us if this design meets with your approval."

The Commission reconsidered both designs,-Scheme A, heretofore approved, consists of a stele tablet flanked by two pylons enclosing two emblematic eagles with an altar-block at the base; Scheme B, a monumental memorial tablet, against which are placed two stele forms surmounted by emblematic eagles and connected at the base by an altar-block, upon which may be placed commemorative floral tributes.

The Commission considered the matter carefully and decided to adhere to the design heretofore approved, Scheme A, as being preferable to Scheme B,- better adapted to the location, having height rather than width, and a finer treatment in design. At the same time the Commission said Scheme A was one of the best designs of any that had been submitted to them by the American Battle Monuments Commission (Exhibit J)

16. WORLD WAR MEMORIALS FOR CANTIGNY and SOMME PY, and TREATMENT OF APPROACH FOR CHAPEL AT BELLEAU WOOD: The American Battle Monuments Commission submitted to the Commission of Fine Arts designs for World War Memorials at Cantigny and Somme Py, and a new study for the approach to the

Memorial Chapel at Belleau Wood, France. The Commission inspected the plans, and in view of problems that presented themselves, requested that Mr. Paul Cret, Architectural Advisor to the American Battle Monuments Commission, be present at the next meeting in order that these designs could be considered with him. The secretary stated that he would arrange to have Mr. Cret present at the next meeting of the Commission.

17. CIVIC CENTER, DISTRICT OF COLUMBIA: By letter dated August 2, 1927, the Commissioners of the District of Columbia requested a conference with the Commission of Fine Arts on the subject of a Civic Center for the District of Columbia. Arrangements were made to have this conference on Thursday afternoon, September 15th, in the Office of Commissioner Dougherty at the District Building, President of the Board. In addition to the Commission and Commissioner Dougherty there were present Commissioner Sidney F. Taliaferro, Col. William B. Ladue, Engineer Commissioner of the District of Columbia, Lieut. Col. U. S. Grant, representing the Public Buildings Commission, Major L. E. Atkins, Assistant District Engineer Commissioner, Mr. A. L. Harris, Municipal Architect, and Dr. H. Barrett Learned, of the Board of Education; also Mr. Daniel E. Garges, secretary to the Board of District Commissioners.

In opening the discussion, Mr. Dougherty said "The Commissioners of the District of Columbia appreciate the interest of the Commission of Fine Arts in our Civic Center project. In the legislation enacted for new public buildings in 1926 to be erected in the Triangle south of Pennsylvania Avenue, no provision is made for District of Columbia activities, although 20 years ago, when Congress made an appropriation for this present Municipal Building in the Triangle it was expected that as additional building space was needed it would be provided to the south of their building; in fact the architects of the building prepared the plans to make an extension to the building possible on the south side without interferring with the interior arrangement of the existing building. On account of the state of the appropriations and absolute needs of the District Government, no additional building has been built. Conditions have now come to be such that on account of the building program of the Federal Government and our own needs, we have to look for another location where we can secure enlarged quarters,

and we therefore welcome this conference with you this afternoon. We have selected a prospective site on the two squares on each side of John Marshall Place, between Third and Sixth Streets, Louisiana and Pennsylvania Avenue, a plot of four squares between Pennsylvania Avenue and Judiciary Square."

Mr. Moore, speaking in behalf of the Commission of Fine Arts, said that the Commission of Fine Arts understood the building situation of the District of Columbia government, and realized that no provision is being made for them in the Triangle, and that the Commission favor a Civic Center in the squares mentioned, along John Marshall Place, on the north side of Pennsylvania Avenue--it would have an important location in the National Capital, joining Judiciary Square on the north and the Mall on the south; eastward the project would join the plan for the enlargement of the Capitol grounds, and westward the Civic Center might well extend to Seventh Street. Mr. Moore suggested taking up this matter with the next Congress and in the meantime interest Senator Smoot, Chairman of the Public Buildings Commission, in the project.

Commissioner Dougherty then asked Mr. Harris to present sketches which he had prepared showing the four squares to be taken in the development, as above mentioned. Major Atkins said he had tabulated figures as to office space needs for three buildings of the group--a new Municipal Building, a Court Building to house the Police Court, Municipal Court and the Juvenile Court, and the Recorder of Deeds Office; and a Police Headquarters Building, (Exhibit K). The District Commissioners tentatively recommended placing the buildings as follows:

1. Municipal or Administration building, on the east side of John Marshall Place, along Pennsylvania Avenue, to be 4 stories high, and have 426,330 square feet of office space, double the present building at 14th and Pennsylvania Avenue.
2. A building for the Police Court, Municipal Court, Juvenile Court, and Recorder of Deeds Office, on the west side of John Marshall Place, along Pennsylvania Avenue, to have 505,165 square feet.
3. A Police Department, including Fire Department, building, 188,650 sq. ft. to be located along Louisiana Avenue and John Marshall Place.

The fourth square on the northeast corner of the plot is to be acquired for future expansion.

Mr. Harris said the sketch he was submitting was not intended to show definitely the location of these buildings, but to show the office space requirements, and locations that might be regarded suitable, until such time as the ground is cleared for permanent location of the buildings. The Commission recognized this, and said that having determined what buildings are needed they can be studied as a group later, just as the buildings for the Triangle are being studied now. Mr. Moore called attention to the Civic Center group in the Chicago Plan, on which much work is being done in that city. The Commission felt it desirable to give the new Municipal Building a central location in the Civic Center. Attention was called to the difference in level between Louisiana Avenue and Pennsylvania Avenue, possibly 10 feet, which, Mr. Harris said, makes it possible to increase the height of the buildings along Pennsylvania Avenue without increasing the sky line.

The Secretary stated that it would seem that Congress would be quite willing/

to grant the necessary authority for this Civic Center, since last winter legislation was considered in Congress for a new $1,000,000 Police Court building, the legislation having failed of enactment because of a report that there would be no room for expansion in Judiciary Square; that the new Municipal Building takes the place of the present Municipal Building; and the Police Department headquarters building is one that is needed in the development of the city; also that the Civic Center group would provide space for a number of district activities which are now in rented buildings.

The question was asked how much it would cost to acquire the land in the four squares and Major Atkins replied that the assessment amount to $4,255,000.

Mr. Delano asked about the height of the new buildings, and Mr. Harris stated that they are to be four stories high against the present building, which has 5 stories. Mr. Delano replied that this is reasonably low as the Triangle is to have a 96' cornice line. Colonel Grant stated that the new Municipal Building would be in line with B Street, N.W. widened to 73 feet, in conformity with the Mall Plan.

Mr. Moore again emphasized the importance of having an adequate Civic Center in the National Capital, and again called attention to the Civic Center provided in the Plan of Chicago. Mr. Harris agreed that a splendid arrangement of the buildings could be made after the land had been acquired.

Commissioner Dougherty said he hoped to secure the necessary authorization act for the Civic Center during the next session of Congress, that we would be satisfied for the present with the three proposed buildings.

The Commission agreed with the District Commissioners that this would be a good beginning. A report was forwarded to them (Exhibit L).

18. BATH HOUSE AND SWIMMING POOL, at 25th and K Streets: Lieut. Col. Grant submitted a plan for the proposed bath house and swimming pool, to be located at the Francis Junior High School, at 25th and K Streets, N.W., for the colored race. Col. Grant said it was designed with due regard to the playground space of the school so as to interfere with it as little as possible. The Commission inspected the design and approved it.

19. BATH HOUSE AND SWIMMING POOL, at the McKinley High School Grounds: The Board of Education having protested against the location of the Bath House and Swimming Pool at the new McKinley High School grounds, at First and T Streets, N.E., at the site indicated in the plans of the Office of Public Buildings and Public Parks of the National Capital, which were approved by the Commission of Fine Arts, a conference was held on the subject with the Commissioners of the District of Columbia on Thursday afternoon, September 15th, following the conference on the Civic Center, all being present who attended that conference.

Col. Grant said that his office had been prepared to proceed with the erection of the swimming pool at the McKinley High School grounds, but the lowest bid called for an expenditure of money considerably more than had been anticipated,-about $116,000 against $85,000 allotted, and that therefore he was willing to consider further the location of the pool at this time.

Dr. Learned, in behalf of the Board of Education, said that he had been authorized by the Board to protest against the location of the pool

in the McKinley High School grounds and particularly against the location decided upon, since the construction of the pool there on an east and west axis interferes with the plan for the development of the High School grounds as prepared by Mr. Harris, Municipal Architect.

Mr. Harris said to construct the pool on an east and west axis meant blocking the entrance to First Street, Northeast, which is planned for a fine entrance to and an exit from the grounds.

A visit was made to the grounds, and the plans were considered in relation to the site. All went to the grounds, excepting the District Commissioners and Mr. Garges.

It was noted that placing the pool in the McKinley High School grounds took away a considerable portion of the southwest section of the playground and the feeling became manifest that it might be better to take the pool out of the grounds altogether, and place it on comparatively vacant land immediately north of the Emory School, along Lincoln Road. However, it was pointed out by Col. Grant that this land could not be purchased by the National Capital Park and Planning Commission, and that great delay in the construction of the pool might result if private land were now selected for it. Col. Grant said that the estimates have been gone over again, minor items eliminated, and that he felt his office could meet the wishes of the Board of Education and the Municipal Architect in the matter. The Commission of Fine Arts thought it best not to block Prospect Street as a west entrance and exit from the grounds.

After careful study of the plans in relation to the site, it was decided to place the bath house on a north and south axis at the southwest edge of the grounds, the swimming pool to be immediately to the east of that; with possibly a tennis court, as proposed by Mr. Harris, east of the pool. This would leave the vista from First Street unobstructed, and take the bath house away from the playground space proper. Dr. Maxwell and Mr. Quinn expressed their satisfaction over the result, and Col. Grant said arrangements would be made without delay in the construction of the bath house and the swimming pool. A report was made to the National Capital Park and Planning Commission, and a copy thereof went to the Commissioners of the District of Columbia and to the Board of Education (Exhibit M).

20. RECONSTRUCTION OF RAILROAD BRIDGE, WATER STREET: Mr. T. H. Carpenter, of the Engineering Department, Pennsylvania Railroad Company, appeared before the Commission to consider the erection of a proposed new railroad bridge at the head of Water Street. Mr. Carpenter said he had consulted the Office of the National Capital Park and Planning Commission in the matter, and on their recommendation had drawn up a Plan (No.8659), showing the bridge across Water Street, without interfering with Government land, while the bridge will provide additional siding to their property for handling freight in the locality, which he said is much needed by them.

The Commission were particularly concerned with the type of bridge to be built, since in their opinion it would be at an important location at the head of Water Street and the waterfront development, and at the entrance to Potomac Park. The question was as to the type of bridge to be built. The Commission felt something better should be provided at this location than an ordinary bridge for an industrial section.

The secretary said he had written to seven of the railroad companies of the country asking for photographs of bridges that had been built

them over highways and adjacent to parks, and that two or three of the companies, they had not built any of such bridges.

Two bridges built by the Chicago Milwaukee and Saint Paul Railroad Company, one at Humboldt Boulevard, Chicago, and the other at Lake of the Isles Boulevard, Minneapolis, built of reinforced concrete, were considered; but the Commission selected from the photographs a bridge of one span, built by the New York Central Railroad Company, at Buffalo, as a suitable type of bridge for Water Street. A print of this bridge was sent to the Engineering Department of the Pennsylvania Railroad Company, at Baltimore, with the suggestion that it be used as the basis for a design of their bridge. (Exhibit B).

21. UNITED STATES FLAG STANDARDIZATION: A meeting of representatives of the Flag Standardization Committee and the Commission of Fine Arts was held at the Bureau of Standards on Friday morning, September 16th, to inspect flags that had been tested by the New York Navy Yard during the past two months, and to consider the subject of Flag Standardization further. A report of the meeting is attached hereto and made a part of these minutes (Exhibit C). As the report shows, considerable progress has been made in the selection of new dyes of red and blue for the flag, to which Mr. Rowbay has been giving particular attention in consultation with the Bureau of Standards, and in testing textile qualities. The Bureau of Standards expressed their interest in the subject and with the Committee expect to see it brought to a definite conclusion. The Commission were satisfied with the result thus far attained.

22. LINCOLN MEMORIAL BRIDGE; consideration of model for an underpass at the Lincoln Memorial approach to the bridge: The Secretary placed before the Commission and read the following letter received from Mr. James L. Greenleaf Landscape Architect member of the Commission, protesting against an underpass for the memorial bridge, as follows:

'Guernsey, England,
Dear Mr. Delleker: August 29, 1927.

It is interesting to note that since we of the Commission presented a perfectly practicable scheme for organizing the motor traffic on the Memorial Bridge plaza instead of under it; a scheme,

by the way, which offers the obvious and the minimum of expense, the argument of those opposed and in favor of an "underpass" seems to have shifted from their prophesied conflict of traffic lines to their desire to protect the Lincoln Memorial from a mass of traffic.

Now, as to this point, the rush of traffic, such as it might be, would be insulated 400 feet or more from the Lincoln Memorial with certain tree planting between. But it may be fairly asked of them, even assuming the traffic were an intrusion on the sanctity of the Memorial, will the depression of a part of it only materially lessen the condition? All traffic down 7 Street and all bridge traffic would take the plaza route in any event and it is my prophesy that, unless compelled by policing, by far the larger part of that to or from Rock Creek Parkway will want to be on the top of things and come sweeping up onto the plaza. Such is human nature, an instinct to rise above all underways and culverts.

I would like also to make clear that all talk of a 50 foot wide underpass is idle unless it is to be a one way road and unless the Plaza is counted upon to carry one way of the traffic. In that case does not the argument for privacy for the Lincoln Memorial, several hundred feet away, so far as the Rock Creek Parkway traffic is concerned, diminish until it is hard to follow?

If on the other hand a sixty foot two way underpass is planned, with utter destruction of the stairway plan, is the Commission willing to endorse that?

I am well aware that there are those, not of our Commission, who advocate the boldly engineering utility plan of sweeping Rock Creek Parkway directly down along the river and through the bridge abutment, making the approach to the plaza a mere side branch, but even one of the Park and Planning Commission in favor of an underpass spoke of this to me as "impossibly crude".

Regarding it I have this further to state: build such a river-level parkway bordering the river, diverging at a long acute angle at end of B Street from the parkway up to the Plaza, and we do away at one stroke with all dignified balance and symmetry on the axis at the end of the Mall. The Bridge goes off at an angle with the Lincoln Memorial and the Mall and one wonders, why?

Do away with a strongly architectural river wall bordering the drive from B Street to the Plaza, balancing the bridge architecture, with nothing between them but the river surface, and the broad connecting link of the stairs and balance, dignity and simplicity will vanish.

As I am still constructively a member of our Commission, it is I trust, allowable that I send this letter and I shall be glad, with Mr. Moore's approval, that at the proper opening it be read at our next meeting. With regard to all,

Sincerely,

James I. Greenleaf".

The Commission were pleased to hear from Mr. Greenleaf and noted his views on the subject as expressed in his letter. As the subject was to be taken up in conference with the National Capital Park and Planning Commission during the afternoon, a discussion of it was deferred until that time.

The Commission did, however, call attention to the importance of widening the roads in Potomac Park, so as to make them two-way driveways, and of opening up B Street South to the Lincoln Memorial, because of the great amount of traffic in Potomac Park.

In accordance with arrangements made, the Commission of Fine Arts met with the National Capital Park and Planning Commission at 2:30 Friday afternoon, September 16th, at their office in the Navy Building, for a conference as to the treatment of the approach to the Arlington Memorial Bridge at the Lincoln Memorial and to inspect a model of the approach which had been made by the Arlington Memorial Bridge Commission, at the suggestion of the secretary, since the meeting of the Commission of Fine Arts on July 1st. The model was made on a scale of 50' to the inch (by the Robertson Brothers, now stationed at the Reproduction Plant at the Washington Barracks, who helped in the preparation of the models for the Plan of 1901).

A thorough inspection of the model was made by the Commission of Fine Arts and by the National Capital Park and Planning Commission, which was represented by Mr. Frederick Law Olmsted (a member of the Senate Park Commission of 1901 and a past member of the Commission of Fine Arts), Hon. Stephen T. Mather, Director of the National Park Service; Col. W. B. Greeley, Chief of the Forest Service; Mr. Milton B. Medary, Jr., a past member of the Commission of Fine Arts and now President of the American Institute of Architects; Col. W. B. Ladue, District Engineer Commissioner; Lieut. Col. U. S. Grant 3d, Executive Officer, Major Cary H. Brown, Engineer, Mr. Charles W. Eliot 2d, City Planner, and Mr. Fred G. Coldren, Secretary, of the National Capital Park and Planning Commission; also Mr. Wm. Mitchell Kendall, of the firm of McKim, Mead and White, Architects of the Arlington Memorial Bridge.

The model set forth clearly the traffic problem involved at this location and there was a unanimous feeling among the members of the National Capital Park and Planning Commission that the situation should be met now by the construction of an underpass, as suggested by the model, with an arch in the abutment of the bridge, for a 30' roadway, and dividing the steps of the water gate to provide for the roadway, depressed and by a slight detour from the circle at the intersection of B Street and the Rock Creek and Potomac Parkway. The model showed the Riverside Drive extending along the river wall to the bridge.

Mr. Kendall was much opposed to the underpass and said it would ruin the plan for the steps, and the approach to the bridge generally. He did not think the traffic problem set forth, arising from motors crossing the bridge and meeting those coming down the Rock Creek and Potomac Parkway, to be serious. Mr. Kendall urged the adoption of the plan suggested by Mr. Greenleaf for a circuitous drive via the Ericsson Memorial.

Col. Grant, speaking in behalf of the members of the National Capital Park and Planning Commission, said it is very important not to overlook the urgency of the traffic problem at this location; that 10,000 cars a day now pass the Lincoln Memorial, which during the Cherry Blossom season increases to 30,000 cars a day, and which the construction of the Lee Highway and the Mount Vernon Boulevard this number will be still further increased. Without an underpass, he said, there will be a constant interference of automobile traffic going east and west, and north and south.

The members of the National Capital Park and Planning Commission did not think the plan proposed to drive around the Ericsson Memorial, as suggested by Mr. Greenleaf, would be a satisfactory solution of the problem.

Col. Grant urged that definite action in the matter be taken at this meeting, since contracts for the approach to the Bridge at the Lincoln Memorial are being held up pending a settlement of the problem, and,he said, it should be settled today.

Mr. Medary said that he had given the matter careful thought and was convinced of the necessity of an underpass; that it would not detract from the beauty of the Lincoln Memorial to have it, and it would simplify the flow of traffic, without interruption, which would add more to the serenity of the Lincoln Memorial and enhance its beauty than by having recourse to a detour, and traffic signals, which time would necessitate, if there were no underpass. A constant interference of traffic, he said, would be apt to make the people lose their veneration for the Lincoln Memorial. At the same time, he said, the underpass would be so far away from the Lincoln Memorial that it ought to be constructed to settle the traffic problem that is bound to arise here in the future; if it is not provided for now, it would be necessary in the future to tear out the bridge approach, and build the underpass at a great expenditure of money, and leaving a scar in the composition. In his opinion an object is not a true work of art if it has in it an element that is constantly subject to criticism. Mr. Medary recommended first to build the arch in the bridge abutment so as to provide for the underpass, and then make a study of the steps, leaving the construction of the underpass roadway from B Street to a later date when time would require it.

Mr. Olmsted said that an underpass arch, which he would have constructed permanently in the abutment of the bridge, would serve not only for vehicular but also for pedestrian traffic, serving the latter by enabling people to reach the shores of the Potomac River on the south side of the bridge; the steps, he said, should be restudied to provide for the underpass roadway, which, however, may not be built for 25 years or more.

Attention was called to a tunnel treatment heretofore suggested, passing under the west side of the Lincoln Memorial Circle, but no further consideration was given to it.

Colonel Grant said he desired a consensus of opinion from the National Capital Park and Planning Commission and the Commission of Fine Arts. Thereupon Mr. Olmsted submitted the following Resolution, which was agreed to by these two Commissions:

> "Whereas no design has yet been presented for treating the combined problem of the steps and the traffic space upon which it is possible to unite as wholly satisfactory; and,
>
> Whereas the contract for the construction of the superstructure of the bridge must be let within about a month either with an underpass arch in the shore abutment or so constructed as to prevent for all time any solution depending on such an underpass;
>
> RESOLVED, That it is the part of wisdom to provide in the structure of the bridge for such an underpass arch.

Colonel Grant said he was glad of this action taken; that it would mean the work could go forward. He said it would cost $80,000 to build the arch, and that he would bring the matter before the Arlington Memorial Bridge Commission for final action. In the meantime it would be taken up with the architects of the bridge, McKim, Mead and White, with a view to securing an appropriate design for the approach to the bridge at the Lincoln Memorial, showing the underpass arch and the water gate adjusted accordingly.

The Commission of Fine Arts considered the matter further in conference in the evening and agreed on a report, which was sent to the Arlington Memorial Bridge Commission (ExhibitP)

23. "GENERAL BUTLER" TABLET: The J. E. Caldwell Company, of Philadelphia, submitted, in behalf of the General Butler Commission, a full size model for a tablet to be erected at the Marine Headquarters in this city in appreciation of General Butler's services in Philadelphia recently.

Mr. Taft thought the head of General Butler well executed, and on his recommendation the Commission approved the design, with the suggestion of slightly adjusting the lettering (Exhibit Q).

24. RESTORATION OF THE WHITE HOUSE: Lieut. Col. Grant informed the Commission that the President and Mrs. Coolidge were highly pleased with the work done in the restoration of the White House, which included repair work, and that the work was completed in time to enable them to occupy the White House on their return to the city from the Black Hills, South Dakota, where they had spent the summer.

25. DATES FOR FUTURE MEETINGS OF THE COMMISSION: The secretary suggested the following dates for meetings of the Commission, which were agreed to:

Friday: October 14, November 18, 1927; January 6, February 10, and March 16, 1928.

The Commission felt that Friday was a good day for meetings of the Commission, being at the week end, and thus would not interfere so much with their private business. Mr. Taft said he was pleased with the arrangement of deciding on dates for future meetings in view of many appointments he has in different parts of the country during the year.

The Commission were the guests of Mr. Delano at dinner at the Metropolitan Club on Friday evening, after which concluding business matters before the Commission were given attention.

The Commission adjourned at 10:30 p.m.

RESOLVED, That the salary of H. P. Caemmerer, Secretary of the Commission of Fine Arts, be increased from $3,000 to $3,300 per annum.

APPROVED: July 14, 1927.

Charles Moore

Chairman.

COPY

September 24, 1927.

Dear General McCain:

The Commission of Fine Arts, at their meeting on September 15, 1927, considered the design submitted for a bronze base to the present flagpole at the United States Soldiers' Home, the base to be a memorial to Lieutenant General Miles. The Commission thought that the persons who submitted the drawing could not have understood the cost of such a base as is indicated in the drawing. If well executed the base would cost upwards of $10,000.

The flagpole at the Soldiers' Home belongs to a type that has been superseded for memorial flagstaffs. To attain the height it is necessary to splice the pole and support it by stays, which are a disturbing feature to the pole.

The flagpole at the Memorial Amphitheater in Arlington National Cemetery is the type of a pole which the Commission of Fine Arts would approve if any change is to be made. That pole has a very simple marble base; it is 90 feet in height and the flag counts as it should count. The cost of the pole erected was about $4500.

Again, the design of the base submitted does not at all correspond with the architecture of the main building. Doubtless you have noticed the flagpoles in front of the Public Library in New York City, which were modeled after those in the St. Mark's piazza. The buildings and grounds of the Soldiers' Home are so fine that nothing should be allowed to enter that enclosure which is not of the first class.

The design and correspondence are returned to you herewith.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Major General H. P. McCain, Governor,
United States Soldiers' Home,
Washington, D. C.

Exhibit A

COPY

September 24, 1927.

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The design and correspondence are returned to you herewith.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,
Chairman.

Major General H. P. McCain, Governor,
United States Soldiers' Home,
Washington, D.C.

Exhibit A

COPY

September 21, 1927.

Dear Mr. Carter:

The photograph of the bronze tablet commemorating the officers and men who lost their lives on the United States ship President Lincoln was submitted to the Commission of Fine Arts at their meeting on September 15th, and I have to tell you very frankly that the Commission did not like it. They did not like the picture of the sinking ship, a scene which they regard entirely beyond the limits of sculpture. Whenever such a thing is attempted the result is crude and unsatisfactory to the public. By law all inscriptions in the Amphitheater at Arlington must be approved by the Commission of Fine Arts. The disaster of the sinking ~~xk~~ of the President Lincoln the Commission feel might properly be commemorated in the Amphitheater, preferably by an inscription cut in the marble between two of the arches. It is the particular design of the tablet and not the event to be commemorated to which the Commission objects. You might leave the tablet where it is in the Barge office and then start anew to get your inscription for the Amphitheater. It will require an act of Congress in any event.

I may say for your satisfaction that the Commission has in mind various attempts made at Arlington to depict events and the result has always been a failure. In the case of the Forest Service Memorial Tablet they started in with a forest of trees and came out with a simple marble tablet, a photograph of which is enclosed.

Yours very truly,

Charles Moore,

Chairman.

H. D. Carter, Esq.,
165 Broadway,
New York, N.Y.

Exhibit B

September 21, 1927.

Dear Mr. Carter:

The photograph of the bronze tablet commemorating the officers and men who lost their lives on the United States ship President Lincoln was submitted to the Commission of Fine Arts at their meeting on September 15th, and I have to tell you very frankly that the Commission did not like it. They did not like the picture of the sinking ship, a scene which they regard entirely beyond the limits of sculpture. Whenever such a thing is attempted the result is crude and unsatisfactory to the public. By law all inscriptions in the Amphitheater at Arlington must be approved by the Commission of Fine Arts. The disaster of the sinking of the President Lincoln the Commission feel might properly be commemorated in the Amphitheater, preferably by an inscription cut in the marble between two of the arches. It is the particular design of the tablet and not the event to be commemorated to which the Commission objects. You might leave the tablet where it is in the Barge office and then start anew to get your inscription for the Amphitheater. It will require an act of Congress in any event.

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Yours very truly,

Charles Moore,

Chairman.

H. D. Carter, Esq.,
165 Broadway,
New York, N.Y.

Exhibit B

COPY

September24,1927.

Sir:

The Commission of Fine Arts, at their meeting on September 15th, considered the design which you submitted with your letter of July 20, 1927 (QM 293 A-C), suggesting a barrier of bronze chains and posts for the Tomb of the Unknown Soldier at the Arlington National Cemetery.

As the question of completing the Tomb of the Unknown Soldier is now before Congress, and is one to which the War Department and the Commission of Fine Arts are giving special attention, the Commission decided that the expenditure involved for the bronze chains and posts is not justified at this time.

For the Commission:

Very respectfully,

Charles Moore,

Chairman.

Capt. J. Biggar, Q. M. C.,
Office of the Quartermaster General,
War Department,
Washington, D.C.

Exhibit C

COPY

September 24, 1927.

Sir:

The Commission of Fine Arts, at their meeting on September 15th, considered the design which you submitted with your letter of July 20, 1927 (CM 238 A-C), suggesting a barrier of Am bronze chains and posts for the Tomb of the Unknown Soldier at the Arlington National Cemetery.

As the question of completing the Tomb of the Unknown Soldier is now before Congress, and is one to which the War Department and the Commission of Fine Arts are giving special attention, the Commission decided that the expenditure involved for the bronze chains and posts is not justified at this time.

For the Commission:

Very respectfully,

Charles Moore,

Chairman.

Capt. J. Bigger, C. M. C.,
Office of the Quartermaster General,
War Department,
Washington, D. C.

Exhibit C

COPY

September 20, 1927.

Sirs:

The Commission of Fine Arts, at their meeting on September 15th, considered a preliminary design, submitted by the Municipal Architect, for the bridge to be built over Rock Creek at M Street, Northwest. The design was made in conformity with the expressed desires of this Commission that the new bridge shall be designed as a park bridge, as it is.

The design as now presented is a marked improvement over the sketches shown by the street engineers. By carrying the 48-inch water-pipe under Rock Creek instead of attaching it to the bridge the architect is able materially to reduce the cost of the bridge proper and to secure a lighter and more graceful design.

The Commission approve the sketch submitted, and have suggested some details which will be included by the Municipal Architect in further drawings of the bridge to be submitted later.

For the Commission:

Very respectfully,

Charles Moore,

Chairman.

The Board of Commissioners
of the District of Columbia,

Washington, D.C.

Exhibit D

COPY

Exhibit D

Washington, D.C.

The Board of Commissioners
of the District of Columbia.

Gentlemen:

Charles Moore.

Very respectfully,

For the Commission:

drawings of the bridge to be submitted later.

some details which will be included by the Municipal Architect in further

The Commission approve the sketch submitted, and have suggested

and to secure a lighter and more graceful design.

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Commission that the new bridge shall be designed as a park bridge, as

design was made in conformity with the expressed desires of this

for the bridge to be built over Rock Creek at R Street, Northwest. The

considered a preliminary design, submitted by the Municipal Architect,

The Commission of Fine Arts, at their meeting on September 15th,

Sirs:

September 20, 1927.

COPY

September 19, 1927.

Dear Governor Campbell:

The Commission of Fine Arts, at their meeting on September 15, 1927, considered with you and your Commission, and the architect, Mr. Johnson, the revised design prepared by him (Scheme A) for the permanent building to be erected by the United States Government at the Seville International Exposition.

The Commission of Fine Arts regard the triangular arrangement of the building proposed by Scheme A as best adapted to the site that has been made available by the authorities at Seville, as explained by you. The Commission approve the design, subject to such further rearrangements, especially of the interior, as was suggested by the architect, and as would meet the approval of the Department of State.

The Commission were pleased with your suggestion that this is to be a Spanish-Colonial building, typical of southwestern United States, yet equipped with the most modern conveniences and suitable for a consulate.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Hon. Thomas E. Campbell, Commissioner General,
Seville International Exposition Commission,
Washington, D.C.

Exhibit E

September 19, 1927.

Dear Governor Campbell:

The Commission of Fine Arts, at their meeting on September 18, 1927, considered with you and your Commission, and the architect, Mr. Johnson, the revised design prepared by him (Scheme A) for the permanent building to be erected by the United States Government at the Seville International Exposition.

The Commission of Fine Arts regard the triangular arrangement of the building proposed by Scheme A as best adapted to the site that has been made available by the authorities at Seville, as explained by you. The Commission approve the design, subject to such further rearrangements, especially of the interior, as was suggested by the architect, and as would meet the approval of the Department of State.

The Commission were pleased with your suggestion that this is to be a Spanish-Colonial building, typical of southwestern United States, yet equipped with the most modern conveniences and suitable for a consulate.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Hon. Thomas H. Campbell, Commissioner General,
Seville International Exposition Commission,
Washington, D.C.

Exhibit H

COPY

September 3, 1927.

Dear Major Mehaffey:

Colonel Grant has suggested that I send you a description of the Corinthian Column from the Temple of Jupiter Olympian, which the people of Greece have offered as a gift to the United States. The question of location is before the Commission of Fine Arts at their next meeting, September 15-17, and Mr. Moore has thought the circle at B Street and the Rock Creek Parkway as a possible site. The column is reported to be "seventeen and one-quarter meters high and one meter point seventy at base" (39.37 inches to the meter), for which unquestionably a suitable pedestal will have to be provided, similar to the obelisks in Central Park and other places. Colonel Grant would like to have you make a study of the column in relation to the site proposed on B Street.

In addition to the description, which I am attaching hereto, I am sending you a print of a photograph of the columns of the temple standing there now, which I brought with me from Athens on a visit to that famous intellectual and art center.

Cordially yours,

H. P. Caemmerer,
Secretary and Executive Officer.

Major J. C. Mehaffey,
Assistant Executive Officer,
Arlington Memorial Bridge Commission,
Washington, D.C.

DESCRIPTION OF THE TEMPLE OF JUPITER OLYMPIAN, ATHENS.

The Temple of Jupiter Olympian, or the colossal temple of the Olympian Zeus, to the southeast of the Acropolis, now represented by 15 huge Corinthian columns of Pentellic marble, dated from the reign of Hadrian (Emperor of Rome 117-138 A.D.). The earlier substructure on which the columns stand is almost intact. The level plateau on which the temple rises is artificial. The building was planned on a large scale, but because of the Persian wars it was left unfinished until about 150 B.C. The temple, standing on a basis approached by three steps, originally possessed 104 Corinthian columns, arranged in double rows of 20 each on the north and south sides and tripple rows of 8 each at the ends. The columns were 56½ feet high and 5-5½ feet in diameter. The temple is with two exceptions the largest Greek Temple known, measuring on the upper platform 353½ feet in length and 134½ feet in breadth, dimensions exceeded by those of the temples at Ephesus and Selinus alone. It contained a Chrysolephantine statue of Zeus and a statue of Hadrian, and the sacred precincts, 675 feet long and 423 feet broad, enclosed a forest of statues of that emperor, who was worshipped as the founder of the Panhellenic Feast connected with this temple. It is the greatest monument of the Hellenistic period.

Exhibit F

COPY

September 5, 1927.

r Major Honeffey:

Colonel Grant has suggested that I send you a description of the Corinthian
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In addition to the description, which I am attaching hereto, I am sending
a print of a photograph of the columns of the temple standing there now, which
rought with me from Athens on a visit to that famous intellectual and art center.

Cordially yours,

or J. C. Merfeffey, H. P. Cammerer,
istant Executive Officer, Secretary and Executive Officer.
ington Memorial Bridge Commission,
hington, D.C.

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telic marble, dated from the reign of Hadrian (Emperor of Rome 117-138 A.D.).
earlier substructure on which the columns stand is almost intact. The level
tween on which the temple rises is artificial. The building was planned on a
rge scale, but because of the Persian wars it was left unfinished until about
0 B.C. The temple, standing on a basis approached by three steps, originally
assed 104 Corinthian columns, arranged in double rows of 20 each on the north
d south sides and triple rows of 8 each at the ends. The columns were 56½ feet
gh and 5-6½ feet in diameter. The temple is with two exceptions the largest
eek Temple known, measuring on the upper platform 353½ feet in length and
4½ feet in breadth, dimensions exceeded by those of the temples at Ephesus
d Selinus alone. It contained a Chryselephantine statue of Zeus and a
tatue of Hadrian, and the sacred precincts, 676 feet long and 423 feet broad,
closed a forest of statues of that emperor, who was worshipped as the
umder of the Panhellenic Koat connected with this temple. It is the
reatest monument of the Hellenistic period.

Exhibit B

COPY

October 4, 1927.

Sir:

The Commission of Fine Arts acknowledge receipt of your letter enclosing a copy of a cablegram to you, dated Athens, Greece, July 25, 1927, in which the people of Greece offer a reconstituted Corinthian column from the Temple of Jupiter Olympian as a gift to the United States.

The Commission hasten to say that if what is meant in the cablegram is a column from that temple, or the accurate reproduction in marble of such a column, an honorable site can be found, and this Commission would be glad to approve the acceptance of such a gift.

The Commission do not understand what is meant by a "reconstituted" column. A fund has been raised in the United States to restore the columns of the Parthenon and work is in progress. The Commission understand that the columns are in such condition that the work of "reconstituting" them requires the use of cement to such an extent as to make the work unsatisfactory. Perhaps it would be best, before giving an unqualified approval of the very interesting suggestion of erecting a column in Washington, to have a clear understanding as to what the word "reconstituted" means.

Very respectfully, yours,

Charles Moore,

Chairman.

The Honorable
The Secretary of State,
Washington, D.C.

Exhibit F-1

COPY

October 4, 1927.

Sir:

The Commission of Fine Arts acknowledge receipt of your letter enclosing a copy of a cablegram to you, dated Athens, Greece, July 25, 1927, in which the people of Greece offer a reconstituted Corinthian column from the Temple of Jupiter Olympian as a gift to the United States.

The Commission hasten to say that if what is meant in the cablegram is a column from that temple, or the concrete reproduction in marble of such a column, an honorable site can be found, and this Commission would be glad to approve the acceptance of such a gift.

The Commission do not understand what is meant by a "reconstituted" column. A fund has been raised in the United States to restore the columns of the Parthenon and work is in progress. The Commission understand that the columns are in such condition that the work of "reconstituting" them requires the use of cement to such an extent as to make the work unsatisfactory. Perhaps it would be best, before giving an unqualified approval of the very interesting suggestion of erecting a column in Washington, to have a clear understanding as to what the word "reconstituted" means.

Very respectfully, Yours,

Charles Moore,

Chairman.

The Honorable
The Secretary of State,
Washington, D.C.

Exhibit F-1

COPY

September 21, 1927.

Dear Sir:

Your letter of July 30, 1927, was brought before the Commission of Fine Arts at their meeting on September 15th. The Commission is on record in asking the National Capital Park and Planning Commission to prepare a plan for the development of Massachusetts Avenue from boundary to boundary of the District of Columbia, having in view the character of the occupations in different sections of the avenue.

The Commission recognizes that Massachusetts Avenue is the greatest continuous thoroughfare in the District of Columbia, and in the past efforts have been made to preserve the high character of the avenue. The particular objection to allowing planting in the center of Massachusetts Avenue in the American University Park section is the strong feeling on the part of the Commission that the avenue should be developed as a parkway from lot line to lot line. According to the present plans there is an abnormal amount of planting between lot lines and the curb. As a result people who desire and should have access to their property are compelled to cut driveways across this parking. The result is most unfortunate both to the property owners and the appearance of the city. It is to remedy what has become a great abuse that the Commission is seeking to have a plan made for the development of the entire width of Massachusetts Avenue.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Mr. Henry A. Donovan, Secretary,
The American University Park Citizens' Association,
4440 Forty-Ninth Street, N.W.,
Washington, D.C.,

EXHIBIT G

COPY

September 21, 1927.

Dear Sir:

Your letter of July 30, 1927, was brought before the Commission of Fine Arts at their meeting on September 15th. The Commission is on record in asking the National Capital Park and Planning Commission to prepare a plan for the development of Massachusetts Avenue from boundary to boundary of the District of Columbia, having in view the character of the occupations in different sections of the avenue.

The Commission recognizes that Massachusetts Avenue is the greatest continuous thoroughfare in the District of Columbia, and in the past efforts have been made to preserve the high character of the avenue. The particular objection to allowing planting in the center of Massachusetts Avenue in the American University Park section is the strong feeling on the part of the Commission that the avenue should be developed as a parkway from lot line to lot line. According to the present plans there is an abnormal amount of planting between lot lines and the curb. As a result people who desire and should have access to their property are compelled to cut driveways across this parking. The result is most unfortunate both to the property owners and the appearance of the city. It is to remedy what has become a great abuse that the Commission is seeking to have a plan made for the development of the entire width of Massachusetts Avenue.

For the Commission:

Very respectfully, Yours,

Charles Moore,

Chairman.

Mr. Henry A. Donovan, Secretary,
The American University Park Citizens' Association,
4440 Forty-Ninth Street, N.W.,
Washington, D.C.,

EXHIBIT C

COPY

September 17, 1927.

Dear Colonel Grant:

Your letter of August 26th, concerning the proposed establishment of a community center, between Brightwood and Takoma Park, received the attention of the Commission of Fine Arts at their meeting on September 15, 1927. The Commission approve the purchase by the National Capital Park and Planning Commission of the land in squares 3269, 3271, 3284, and 3285, as proposed, to develop this project, for the National Capital Park System.

For the Commission:

Respectfully, yours,

Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d,
Executive and Disbursing Officer,
National Capital Park and Planning Commission,
Washington, D.C.

EXHIBIT H.

September 17, 1927.

Dear Colonel Grant:

Your letter of August 26th, concerning the proposed establishment of a community center,between Brightwood and Takoma Park, received the attention of the Commission of Fine Arts at their meeting on September 15, 1927. The Commission approve the purchase by the National Capital Park and Planning Commission of the land in squares 3269, 3271, 3284, and 3285, as proposed, to develop this project, for the National Capital Park System.

For the Commission:

Respectfully, Yours,

Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d,
Executive and Disbursing Officer,
National Capital Park and Planning Commission,
Washington, D.C.

EXHIBIT K.

COPY

September28, 1927.

Dear Major Price:

The plans for the world war memorial at Brest, France, which you submitted with your letter of September 14th, received the attention of the Commission of Fine Arts at their meeting on September 15, 1927.

The Commission approve the design, with the suggestion that the ornamental top be omitted, and that the fact of the shaft, together with the inscription, be brought down, so as to appear set in the ledge of the rock, as indicated on the attached sketch.

For the Commission of Fine Arts:

Respectfully, yours,

Charles Moore,

Chairman.

Major X. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D.C.

EXHIBIT I

COPY

September 28, 1927.

Dear Major Price:

The plans for the world war memorial at Brest, France, which you submitted with your letter of September 14th, received the attention of the Commission of Fine Arts at their meeting on September 15, 1927.

The Commission approve the design, with the suggestion that the ornamental top be omitted, and that the text of the shaft, together with the inscription, be brought down, so as to appear set in the ledge of the rock, as indicated on the attached sketch.

For the Commission of Fine Arts:

Respectfully, yours,

Charles Moore,

Chairman.

Major X. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D.C.

MEMBER I

COPY

September 17, 1927.

Dear Sirs:

The Commission of Fine Arts, at their meeting on September 15th, gave further consideration to the designs heretofore submitted by you for the World War Memorial at Audenarde, Belgium.

The members of the Commission are unanimous in the opinion that Scheme A presented for Audenarde is one of the choicest and most thoroughly satisfactory monuments that has been submitted to the Commission, and feel that the design should be carried out. The second design, while beautifully executed, nevertheless would result in a monument ordinary and commonplace in character.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

The American Battle Monuments Commission,
Washington, D.C.

EXHIBIT J

COPY

September 17, 1927.

Dear Sirs:

The Commission of Fine Arts, at their meeting on September 15th, gave further consideration to the designs heretofore submitted by you for the World War Memorial at Audenarde, Belgium.

The members of the Commission are unanimous in the opinion that Scheme A presented for Audenarde is one of the choicest and most thoroughly satisfactory monuments that has been submitted to the Commission, and feel that the design should be carried out. The second design, while beautifully executed, nevertheless would result in a monument ordinary and commonplace in character.

For the Commission:

Very respectfully, Yours,

Charles Moore,

Chairman.

The American Battle Monuments Commission,

Washington, D.C.

EXHIBIT 1

ADMINISTRATION BUILDING

Commissioners	6,000
Sec. to Board Commissioners	5,000
Board Room	5,000
Press Room	600
Assist. to Eng. Comm.	2,400
Municipal Architect	6,500
Chief Clerk	5,000
Surface Dept.	20,000
Plumbing Division	3,000
Refuse and St. Cleaning	5,500
Surveyor	5,000
Sewer Division	7,500
Water Dept.	9,500
Maintainence Trees	1,500
Electrical Dept.	15,000
Building Inspector	7,500
Supt. Dist. Building	6,000
Municipal Garage	18,000
Emp. Service	2,500
Supt. Licences	3,500
Corp. Council	10,000
Disbursing Officer	3,500
Assessor	21,000
Collector Taxes	6,700
Insurance	2,800
Playgrounds	2,900
Purchasing Office	4,500
Public Welfare	15,000
Auditor	9,500
P. U. Commission	7,000
Pub. Br. Library	7,500
Information	1,400
Rest Room	500
Weights, Measures	3,500
Health Department	25,000
Total	255,800
(Halls, Elev., Stairways) + 67%	170,530
	426,330

EXHIBIT K.

COURT BUILDING

Police Court	60,000
Municipal Court	55,000
Juvenile Court	43,500
Press Room	600
Recorder Deeds	24,000
Total	183,100
(Halls, Elev., Stairways) + 67%	122,066
	305,166

POLICE HEADQUARTERS BUILDING

Press Room	600
Police Department:	
Admin. Branch	19,100
Detective Bureau	9,600
First Precinct	10,000
Traffic Bureau	24,000
Womens Bureau	36,000 *
	(+ 7,500 Playgrd)
Board Surgeons	2,500
Fire Department	6,000
Director Traffic	5,500
Total	113,300 *
(Halls, Elev., Stairways) + 67%	75,530
	188,830 *

COPY

September 19, 1927.

Sirs:

The Commission of Fine Arts, after conference with your honorable body on September 15, 1927, approve heartily the idea of a Civic Center for the District of Columbia located between Pennsylvania Avenue and Judiciary Square, with the width east and west sufficient to accommodate buildings necessary to house the municipal activities of the City of Washington.

The Commission believe that the central feature in this group of buildings should be the Municipal Building and that it should occupy a position in the area corresponding to the position of the Court House in Judiciary Square. Also that Congress should declare its intention of taking the necessary land by an authorization act and establish a commission to acquire the property either by purchase or by condemnation, as is the usual practice.

The land for the Police Court, the Municipal Court, the Juvenile Court, the Recorder of Deeds office; and the Police Department and the Fire Department headquarters should be first acquired. Plans for these buildings should be prepared at the earliest possible moment. A preliminary plan for the entire group should be made, to determine the arrangement of all the buildings to be included in the Civic Center.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

The Board of Commissioners
of the District of Columbia,
Washington, D.C.

Exhibit L

COPY

September 19, 1927.

Sirs:

The Commission of Fine Arts, after conference with your honorable body on September 15, 1927, approve heartily the idea of a Civic Center for the District of Columbia located between Pennsylvania Avenue and Judiciary Square, with the width east and west sufficient to accommodate buildings necessary to house the municipal activities of the City of Washington.

The Commission believe that the central feature in this group of buildings should be the Municipal Building and that it should occupy a position in the area corresponding to the position of the Court House in Judiciary Square. Also that Congress should declare its intention of taking the necessary land by an authorization act and establish a commission to acquire the property either by purchase or by condemnation, as is the usual practice.

The land for the Police Court, the Municipal Court, the Juvenile Court, the Recorder of Deeds office; and the Police Department and the Fire Department headquarters should be first acquired. Plans for these buildings should be prepared at the earliest possible moment. A preliminary plan for the entire group should be made, to determine the arrangement of all the buildings to be included in the Civic Center.

For the Commission:

Very respectfully, Yours,

Charles Moore,

Chairman.

The Board of Commissioners
of the District of Columbia,
Washington, D.C.

Exhibit K

COPY

September 19, 1927.

Sir:

After conference with the Commissioners of the District of Columbia, the Municipal Architect, representatives of the Board of Education and of the National Capital Park and Planning Commission, and after an examination of the site, on September 15, 1927, the Commission of Fine Arts have reached these conclusions regarding the location of a swimming pool in the grounds of the McKinley High School near Second and T Streets, N.E.

1. It is unfortunate that the land for the swimming pool must be cut out of the grounds of the McKinley Mannual Training School and the Langley Junior High School. The space itself is inadequate. It is in close proximity to residences on one side and to a school playground on another side. The purchase of the ground to the north of the Emory School, where the land is cheap and where there is room to develop a swimming pool adequately, would have been the economical course to pursue. On the site selected the pool must suffer undue contraction; space needed for school purposes must be taken, and two jurisdictions must be maintained.

2. The Prospect Street approach to the grounds is the most convenient exit for crowds gathered at the stadium, Prospect Street being on a level with the playground and having sufficient width to discharge large numbers of people promptly.

The steps leading up to the grounds from First Street make a good entrance and exit when there are no crowds.

3. The Commission favor placing the bath house on a north and south line as near as possible to the grounds of the Emory School, and the swimming pool immediately to the east of the bath house. This location is in accord with the expressed desires of the Board of Education, and keeps open the Prospect Street entrance, with the exception of the width of the street sidewalk on the south side of the street.

The members of the Commission of Fine Arts desire to express their appreciation of the courtesy with which they were met by the various authorities in interest.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d, Director,
Public Buildings and Public Parks
of the National Capital,
Washington, D.C.

Exhibit M

COPY

Exhibit M

September 19, 1927.

Sir:

After conference with the Commissioners of the District of Columbia, the Municipal Architect, representatives of the Board of Education and of the National Capital Park and Planning Commission, and after an examination of the site, on September 16, 1927, the Commission of Fine Arts have reached these conclusions regarding the location of a swimming pool in the grounds of the McKinley High School near Second and T Streets, N.W.

1. It is unfortunate that the land for the swimming pool must be cut out of the grounds of the McKinley Manual Training School and the Langley Junior High School. The space itself is inadequate. It is in close proximity to residences on one side and to a school playground on another side. The purchase of the ground to the north of the Terry School, where the land is cheap and where there is room to develop a swimming pool adequately, would have been the economical course to pursue. On the site selected the pool must suffer undue contraction; space needed for school purposes must be taken, and two jurisdictions must be maintained.

2. The Prospect Street approach to the grounds is the most convenient exit for crowds gathered at the stadium, Prospect Street being on a level with the playground and having sufficient width to discharge large numbers of people promptly.

The steps leading up to the grounds from First Street make a good entrance and exit when there are no crowds.

3. The Commission favor placing the bath house on a north and south line as near as possible to the grounds of the Terry School, and the swimming pool immediately to the east of the bath house. This location is in accord with the expressed desires of the Board of Education, and keeps open the Prospect Street entrance, with the exception of the width of the street sidewalk on the south side of the street.

The members of the Commission of Fine Arts desire to express their appreciation of the courtesy with which they were met by the various authorities in interest.

For the Commission:

Very respectfully, Yours,

Charles Moore,

Chairman.

Lieut. Col. U. S. Grant 3d, Director,
Public Buildings and Public Parks
of the National Capital,
Washington, D.C.

COPY

September 19, 1927.

Dear Sirs:

The Commission of Fine Arts, at their meeting on September 15, 1927, considered with your representative Mr. W. B. Carpenter, of Baltimore, the proposed plan of the Pennsylvania Railroad Company to build a bridge across Water Street to provide additional facilities for handling freight.

In view of the importance of the location, the Commission are desirous of having a bridge well designed, in keeping with the plan of development for the Washington Waterfront and the entrance to Potomac Park. To this end the Commission have considered various types of bridges that have been built by different railroad companies of the United States in parks and over parkways, and have selected a bridge of one span, shown in the accompanying photograph. This is a bridge of the New York Central Railroad at Parkside Street, Buffalo.

The Commission will be pleased to consider a drawing for your Water Street bridge based on this design. In the preparation of the design, the National Capital Park and Planning Commission should be consulted as to street width, and the Treasury Department as to the amount of Government land to be included in the project:

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

The Pennsylvania Railroad Company,
Engineering Department,
Baltimore, Md.

Exhibit N

September 19, 1927.

Dear Sirs:

The Commission of Fine Arts, at their meeting on September 16, 1927, considered with your representative Mr. E. Carpenter, of Baltimore, the proposed plan of the Pennsylvania Railroad Company to build a bridge across Water Street to provide additional facilities for handling freight.

In view of the importance of the location, the Commission are desirous of having a bridge well designed, in keeping with the plan of development for the Washington Waterfront and the entrance to Potomac Park. To this end the Commission have considered various types of bridges that have been built by different railroad companies of the United States in parks and over parkways, and have selected a bridge of one span, shown in the accompanying photograph. This is a bridge of the New York Central Railroad at Parkside Street, Buffalo.

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For the Commission:

Very respectfully, yours,

Charles Moore,
Chairman.

The Pennsylvania Railroad Company,
Engineering Department,
Baltimore, Md.

Exhibit B

Minutes of Meeting of the Commission of Fine Arts with representatives of the United States Flag Standardization Committee, at the Bureau of Standards, Friday, September 16, 1927.

Representatives of the United States Flag Standardization Committee and the Commission of Fine Arts met at the Bureau of Standards on Friday, September 16, 1927, at 10:30 a.m., to inspect flags that had been tested by the New York Navy Yard during recent months and to consider a report made by Mr. Mowbray and the Navy Department on the subject. The following were present: Dr. L. J. Briggs, Assistant Director, Mr. W. D. Appel and Dr. C. E. Waters, Dye Experts, Dr. K. S. Gibson, Color Expert, Mr. W. E. Emley and Mr. J. Miller of the Textile Section, Bureau of Standards; Mr. F. M. Hobson, and Mr. N. C. Wiley, Bureau of Construction and Repair, of the Navy Department; and the following members of the Commission of Fine Arts: Mr. Charles Moore, Chairman, Mr. H. Siddons Mowbray, Mr. Wm. Adams Delano, Mr. Abram Garfield, Mr. Lorado Taft; also Mr. H. P. Caemmerer, Secretary and Executive Officer. Capt. H. C. Vigor, Office of the Quartermaster General, War Department, was unavoidably prevented from being present.

The chairman of the meeting, Mr. Moore, opened the discussion by asking Mr. Appel the status of the color tests by the Bureau of Standards.

Mr. Appel said: "We have x perfectly satisfactory dyes to produce the desired red and blue on cotton; also a satisfactory red for wool, but no entirely satisfactory blue for wool. The best blue dye available for wool will fade somewhat. By taking as the standard a duller blue we can more nearly meet the fastness requirements on wool. The blue selected to give the desired bright blue will become chalky when it fades, and it will show a change in a month.

Mr. Appel thereupon explained the red and blue dyes selected and their application to the fabric, and his statements, which are embodied in a formal report are attached to and made a part of these Minutes.

Mr. Mowbray said he was quite satisfied with the tests that have been made; that he did not think further tests will bring further results than have been secured by the Navy Department at the New York Yards, concerning which Mr. Mowbray submitted the following report last month:

"Washington, Conn.,
August 19, 1927.

H. P. Caemmerer, Sec.
The Commission of Fine Arts.
Dear Mr. Caemmerer:

Yesterday I paid a visit to the U. S. Navy Yard to see what was causing the delay in the matter of testing the flags.

It will be remembered that at the meeting held at the Bureau of Standards, Dec. 2, 1926, it was found that the two shades of red and blue chosen by the Commission of Fine Arts, were perfectly fast when used on cotton, but that the blue was not entirely so when used on wool.

A suitable cotton fabric that would possess better flying qualities was sought for.

Since the first week in June there have been under test the following flags:

One Standard wool bunting,
One Standard cotton bunting,
One mercerized cotton bunting,
One watterproof (repellent cotton) bunting.

Minutes of Meeting of the Commission of Fine Arts with representatives of the United States Flag Standardization Committee, at the Bureau of Standards, Friday, September 16, 1927.

Representatives of the United States Flag Standardization Committee and the Commission of Fine Arts met at the Bureau of Standards on Friday, September 16, 1927, at 10:30 a.m., to inspect flags that had been tested by the New York Navy Yard during recent months and to consider a report made by Mr. Mowbray and the Navy Department on the subject. The following were present: Dr. L. J. Briggs, Assistant Director, Mr. W. D. Appel and Dr. C. K. Weters, Dye Experts, Dr. K. S. Gibson, Color Expert, Mr. W. H. Haley and Mr. J. Miller of the Textile Section, Bureau of Standards; Mr. F. M. Hobson, and Mr. H. C. Wiley, Bureau of Construction and Repair, of the Navy Department; and the following members of the Commission of Fine Arts: Mr. Charles Moore, Chairman, Mr. H. Siddons Mowbray, Mr. Wm. Adams Delano, Mr. Ayrem Warfield, Mr. Morado Taft; also Mr. H. L. Degmeyer, Secretary and Executive Officer. Capt. H. C. Vigor, Office of the Quartermaster General, War Department, was unavoidably prevented from being present.

The chairman of the meeting, Mr. Moore, opened the discussion by asking Mr. Appel the status of the color tests by the Bureau of Standards. Mr. Appel said: "We have a perfectly satisfactory dye to produce the desired red and blue on cotton; also a satisfactory red for wool, but no entirely satisfactory blue for wool. The best blue dye available for wool will fade somewhat. By taking as the standard a duller blue we can more nearly meet the fastness requirements on wool. The blue selected to give the desired bright blue will become chalky when it fades, and it will show a change in a month.

Mr. Appel thereupon explained the red and blue dyes selected and their application to the fabric, and his statements, which are embodied in a formal report are attached to and made a part of these Minutes.

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"Washington, Conn.,
August 19, 1927.

Mr. P. Degmeyer, Sec.
The Commission of Fine Arts.

Dear Mr. Degmeyer:

Yesterday I paid a visit to the U. S. Navy Yard to see what was causing the delay in the matter of testing the flags.

It will be remembered that at the meeting held at the Bureau of Standards, Dec. 2, 1926, it was found that the two shades of red and blue chosen by the Commission of Fine Arts, were perfectly fast when used on cotton, but that the blue was not entirely so when used on wool.

A suitable cotton fabric that would possess better flying qualities was sought for.

Since the first week in June there has been under test the following flags:

One Standard wool bunting,
One Standard cotton bunting,
One mercerized cotton bunting,
One waterproof (repellent cotton) bunting.

These flags have all been made up entirely in white bunting, no color being used, with the sole aim of comparing their respective flying qualities, serviceability, etc. They have been flying now, for over two months, a period much exceeding the life of a flag.

As far as wear is concerned the cotton flags have stood the test the best. The woolen bunting (standard) shows dirt and discoloration and is frayed off at the corners. The cotton flags have preserved their whiteness to a greater degree.

In the matter of flying, the woolen bunting was unquestionably superior, and showed much more sensitiveness to light breezes. The cotton bunting seemed to me the last in this respect, and the water-proof (repellent) cotton second to the woolen bunting flag.

While these tests have not been spectacular, they have brought out the fact that in cotton we have a better white than in the bunting, a white that is at once more brilliant and more resistent. This means much in preserving the brightness of the flag. Their resistance to wear and tear and discoloration is also in favor of cotton.

With the lighter blue of the Commission's flag, the superior white of cotton would be a great improvement.

The Material Laboratory of the Navy Yard is to continue the tests for considerably longer, and in order to obtain more apparent results of the superiority of one textile over the others.

I suggested that it might be desirable to have these in Washington at the next meeting, and found that the tests may be suspended any time and the flags obtained by requesting them through the Bureau of Construction and Repairs.

I should like very much to see a flag made up with our own colors on waterproof cotton, as showing a step ahead of the previous one we had made.

Mr. Linn seemed to think this rather hard to accomplish in view of the trouble of obtaining the new dyes, etc.

Yours truly,

H. Siddons Mowbray."

Mr. Mowbray thereupon called attention to a report that had been made by the Navy Department on the recent tests, setting forth the comparative merits of the textile and the effect on the colors. Mr. Appel read the report, which is the final report subsequently referred to by Mr. Hobson of the Navy Department, and includes the one read by Mr. Appel. The report is attached hereto and made a part of these Minutes.

Mr. Hobson said the Navy Department has not favored cotton flags on ships at sea, because experience to date has indicated that they do not fly as well as flags made of wool bunting; show a greater tendency to wind themselves around the masts; and do not last as long as the wool flags. He then exhibited the flags that had been tested by the New York Navy Yard, and these were inspected. As heretofore mentioned these consisted of—

One standard wool bunting flag;
One standard cotton bunting flag;
One mercerized cotton bunting flag;
One waterproof (repellent cotton) bunting flag.

It was noted that the mercerized cotton and the water proof flags were still in good condition.

These flags have all been made up entirely in white bunting, no color being used, with the sole aim of comparing their respective flying qualities, serviceability, etc. They have been flying now, for over two months, a period much exceeding the life of a flag.

As far as wear is concerned the cotton flags have stood the test the best. The woolen bunting (standard) shows dirt and discoloration and is frayed off at the corners. The cotton flags have preserved their whiteness to a greater degree.

In the matter of flying, the woolen bunting was unquestionably superior, and showed much more sensitiveness to light breezes. The cotton bunting seemed to me the least in this respect, and the water-proof (repellent) cotton second to the woolen bunting flag.

While these tests have not been spectacular, they have brought out the fact that in cotton we have a better white than in the bunting, a white that is at once more brilliant and more resistent. This means much in preserving the brightness of the flag. Their resistance to wear and tear and discoloration is also in favor of cotton.

With the lighter blue of the Commission's flag, the superior white of cotton would be a great improvement.

The Material Laboratory of the Navy Yard is to continue the tests for considerably longer, ~~xxx~~ in order to obtain more apparent results of the superiority of one textile over the others.

I suggested that it might be desirable to have these in Washington at the next meeting, and found that the tests may be suspended any time and the flags obtained by requesting them through the Bureau of Construction and Repairs.

I should like very much to see a flag made up with our own colors on waterproof cotton, as showing a step ahead of the previous one we had made.

Mr. Linn seemed to think this rather hard to accomplish in view of the trouble of obtaining the new dyes, etc.

Yours truly,

H. Biddons Morphy."

Mr. Morphy thereupon called attention to a report that had been made by the Navy Department on the recent tests, setting forth the comparative merits of the textile and the effect on the colors. Mr. Appel read the report, which is the final report subsequently referred to by Mr. Hobson is attached hereto and made a part of these Minutes. . .

Mr. Hobson said the Navy Department has not favored cotton flags on ships at sea, because experience to date has indicated that they ~~xxx~~ do not fly as well as flags made of wool bunting; show a greater tendency to wind themselves around the masts; and do not last as long as the wool flags. He then exhibited the flags that had been tested by the New York Navy Yard, and these were inspected. As heretofore mentioned these consisted of—

One standard wool bunting flag;
One standard cotton bunting flag;
One mercerized cotton bunting flag;
One waterproof (repellent cotton) bunting flag.

It was noted that the mercerized cotton and the water proof flags were still in good condition.

The Committee felt that progress was being made in the subject under consideration and that so far as laboratory tests were concerned and tests of flags on land the result has been such as to be altogether satisfactory,-that is, no further material result could be expected by additional tests of that character. The important question now arose as to whether the new dyes would meet with satisfaction when used by the Navy Department on flags at sea. Mr. Hobson said he felt it desirable to allow sufficient length of time (a year if necessary) to make such tests of flags at sea. The Committee concurred in this.

The Committee felt that it would be unwise to ask to have an Executive Order issued setting forth the specifications of a Standard United States flag, showing the proposed modular standard of measurement recommended by the Commission of Fine Arts, until the question of dyes and textile is completely settled.

The secretary, Mr. Caemmerer, thereupon stated that Flag Manufacturers were much interested in the subject and that they keep inquiring from time to time as to when this matter will be brought to a final conclusion, so that they can manufacture new flags according to the proposed standard specification. He then read the following letter received from the Emerson Manufacturing Company, of San Francisco, and exhibited sample flags submitted by them, made by a new process:

"San Francisco, Calif.,
July 29, 1927.

The Commission of Fine Arts,
Interior Department Bldg.,
Washington, D.C. Attention: Mr. Charles Moore,
Gentlemen: Chairman.

In reply to your letter of July 19, 1927, you state that the Commission would appreciate an additional set of these samples if we can conveniently send them, and we are this day sending you under separate cover in care of yourself an additional set of samples as follows:

A Union for a United States Flag, manufactured of United States standardall wool bunting--also, a Union for a United States Flag, manufactured of an extra heavy double and twisted Cotton Bunting.

We have included in this package a Wool Division Commanders Flag, Coast Guard Service, and the Coat of Arms of the Coast Guard Service is dyed directly into the Standard Wool Bunting.

As stated in our letter of July 6, 1927, to the Department of Commerce, Bureau of Standards, Washington, D. C., a letter addressed to Charles K. Burgess, Director, the Wool Bunting Coast Guard Flag and the Wool Bunting Union for the United States Flag have been processed to sunlight, water and the salt water test, and these Flags should not in any way run or change their color under tests, as about a year ago we had the local Coast Guard Office at San Francisco test Flags manufactured this way by their Chemist, and after so many hours of test the colors did not change or run. The Union for the United States Flag manufactured of an extra heavy double and twisted Cotton Bunting, this test cannot apply to, as it is fast only to sunlight and rain, the same as any other cotton materials are. We do not think it will stand the salt water test, as it is most generally used for land purposes and not sea.

No doubt you have our letters of June 6th and July 6th that were

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No doubt you have our letters of June 6th and July 6th that were

addressed to the Department of Commerce, which explains about these samples. If you do not have these letters write us and we will forward you copies of them.

Thanking you for your letter, and trusting that you will receive these samples, we remain,

Yours very truly,
Emerson Manufacturing Co."

The sample flags submitted by the Emerson Manufacturing Company were inspected with much interest. A copy of the correspondence with the Emerson Manufacturing Company, heretofore referred to, is attached hereto and made a part of these Minutes, including copy of Mr. Mowbray's letter of July 24, 1927, commenting on these sample flags.

Mr. Mowbray summarized his findings in the following statement:

"As I see it we now stand this way in regard to the colors of the flag--

1. We have a permanent red - on wool and cotton;
2. We have a blue that is not entirely fast on wool but is so on cotton.
3. If cotton is used the more vivid white will compensate largely for the deterioration of the blue;

If, however, wool bunting is preferred and chosen on account of its better flying qualities, then it will, I am afraid, be necessary to darken our blue slightly to discount fading. To do this means loss of brilliancy; and I should regret it greatly."

It was generally admitted that the method of manufacture offered by the Emerson Manufacturing Company practically nullified the complaint on the part of some manufacturers that a new standard flag made according to a modular standard of measurement, showing a constellation of the stars with some of the stars inverted, would greatly increase the expense of manufacturing United States flags.

The secretary then called attention to a set of prints received by him from Mr. Milton B. Medary, Jr., a former member of the Commission of Fine Arts, and now President of the American Institute of Architects, showing that formerly during many years the union of the flag showed the stars in constellation. These were inspected with interest by the Committee. Mr. Mowbray said there is no question that the constellation of stars improves the appearance of the flag; that the present rigid alignment of the stars is monotonous and they repeat in their lines the stripes of the flag to a degree that makes the flag, as a whole, a collection of horizontal lines, with nothing to relieve it. The constellation gives to the flag more heraldry and lustre. It would of course be understood that the constellation would be in the form of a diagram to be agreed upon to guide manufacturers of flags."

The committee appreciated the fact that the constellation would improve the appearnce of the flag, but felt that no action should be taken in the matter until the question of red and blue dyes and textile had been finally determined through a further test to be made by the Navy and the War Department.

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Emerson Manufacturing Co.

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Thanking you for your letter, and trusting that you will

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The question was then taken up as to securing the new flags to be tested. Mr. Hobson said that by adhering to the present proportion of the flag Naval vessels could fly sets of flags using the new dyes. In accordance with the desire of all present he tentatively offered in behalf of the Navy Department to make three sets of flags, of four in each set, to be flown as steaming colors from three different ships at sea; individual reports to be made by the Navy Department concerning each set, for the information of the Committee. Mr. Hobson said the flying of these flags under all conditions of weather, smoke, handling, etc., such as are encountered by naval vessels at sea, would subject these flags to rigid tests, and at least six months would be necessary for the tests.

At the same time it was suggested that three sets of flags be made by the War Department,-one set to be flown at an army fort, one set in the District of Columbia, and one set kept in reserve for future comparison with the flags tested. Mr. Moore said Lieut. Col. U. S. Grant is anxious to fly one of the flags with the new colors over the White House, and that one could also be flown over one of the school buildings of the District; furthermore that he would like to see a set of these new flags used at Fort Myer. It was stated that the life of a flag is from two to three months under ordinary weather conditions.

The secretary stated that he would ask Capt. Vigor of the Quartermaster General's Office, War Department, whether the War Department would make the three sets of flags desired. (Mr. Caemmerer talked with Capt. Vigor about this matter on September 21st, and Capt. Vigor readily offered to have the three sets of flags made by the War Department, as requested).

Mr. Appel said he would furnish the Navy Department and the War Department with the necessary data for making these new flags, including the formula of the improved dyes of red and blue that have been agreed upon, and description of textile.

The Committee felt that results worth considerable in the manufacture of United States flags had been achieved, and looked forward with interest to seeing one of these new flags, which the War and Navy Department have agreed to make for the tests above mentioned.

The Committee adjourned at 12:15 p.m.

H. P. Caemmerer,

Secretary.

EXHIBIT O

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Secretary.

EXHIBIT O

DEPARTMENT OF COMMERCE
BUREAU OF STANDARDS
WASHINGTON

RECEIVED
THE COMMISSION OF FINE ARTS,
WASHINGTON, D. C.
SEP 22 1927
NOTED

ADDRESS REPLY TO
BUREAU OF STANDARDS
WDA:LLC

September 21, 1927

IN YOUR REPLY
REFER TO FILE NO.
V-3

The Commission of Fine Arts,
(Attn. Mr. H. P. Caemmerer, Secretary),
Interior Dept. Building,
Washington, D. C.

Subject: Dyes for the American Flag.

Gentlemen:

1. In accordance with your oral request to Mr. Appel, the following information concerning dyes for the American Flag is given:

2. The particular brand of dye used in producing the acceptable cotton blue bunting was a mixture of Indanthrene Blue GCD dbl. paste 6% and Indanthrene Brilliant Blue R paste 6.0%. These dyes are obtainable from the General Dyestuffs Corporation, 230 Fifth Avenue, New York, importers. Similar dyes are manufactured in this country by the Newport Chemical Company, Passaic, N. J. and Du Pont de Nemours and Co., Wilmington, Del.

3. The recommended blue cotton dyes belong to the class known as vat colors. They are insoluble in water. When treated with caustic soda and sodium hydrosulphite they are converted to soluble compounds which are taken up from solution by cotton. Upon exposure to air or oxidizing agents the original insoluble dye is regenerated in the cotton and a very fast dyeing results.

4. The red cotton bunting was obtained with the aid of the materials Naphthol AS-RL (8 grams per liter), Fast Scarlet Salt GG (18 grams per liter), and Fast Red Salt GL (6 grams per liter). These materials are not manufactured in the United States at the present time, but their composition is well-known and they can be made in the country should that become desirable. Closely related products are manufactured here. The three materials are readily obtainable from the General Dyestuff Corporation.

5. The dyeing method for the red bunting is quite different from that of the blue. First the undyed bunting is treated with a solution of the colorless Naphthol AS-RL. It is then

passed through a properly prepared solution containing the other two materials which combine with the Naphthol in the fiber to give the red coloring matter. Thus the red is actually manufactured in the cotton fibers of the bunting.

6. These two dyeing methods are radically different from the usual method in which the cloth is simply heated with a solution of dyestuff. They are, however, well-known and in common use in the industry.

7. The Bureau of Standards does not recommend that any specification for the American Flag name the dyes to be used. That should be left to the discretion of the dyer, who may have other dyes which will be as satisfactory in every way as those used in our experimental work and described above.

8. The specification should prescribe the colors of the flag and the fastness to light, water, salt water, weather, and washing. The colors should be approximately those scientifically analyzed in the report from our Colorimetry Section of May, 1926, but should be finally settled upon on the basis of factory dyed bunting. The fastness to the several agencies mentioned should be equal to that of red and blue cotton bunting dyed with the compounds and in the manner already described. You received samples of such bunting with our report on "Dyes Suitable for the American Flag", presented at the meeting of December 2nd,1926.

9. We are informed that the Pacific Mills, Lawrence, Mass. which mercerized and waterproofed the bunting for the tests which were made at the Brooklyn Navy Yard this summer is equipped to make the dyeings we will want for the tests outlined at the meeting of September 16th, 1927 and may be willing to make them. That may simplify the problem for the Navy. They are also interested in the results of the tests with mercerized and waterproofed bunting and would appreciate a copy of the report from the Navy Yard on those tests. In writing to the Pacific Mills, in this connection, it would be well to address letters to the Attention of Mr. Wm. H. Cady, Chemical Department, who attended our meeting on December 2, 1926 and is familiar with our problem.

Respectfully,

Acting Director

George K. Burgess, Director.

THE COMMISSION OF FINE ARTS

ESTABLISHED · BY · CONGRESS · MAY · 17 · 1910

CHARLES · MOORE · Chairman
JAMES · L · GREENLEAF WM · ADAMS · DELANO
H · SIDDONS · MOWBRAY LORADO · TAFT
MILTON · B · MEDARY · Jr. ABRAM · GARFIELD
H · P · CAEMMERER · Secretary

OFFICE · OF · THE · SECRETARY · INTERIOR · DEPARTMENT · BUILDING · WASHINGTON, D. C.

RECEIVED
COMMISSION OF FINE ARTS,
WASHINGTON, D. C.
JUL 26 1927
NOTED

Washington, Conn.
July 24, 1927.

Mr. H. P. Caemmerer, Secretary of The Commission of Fine Arts.

My dear Mr. Caemmerer:

In regard to the sample flags sent by the Emerson Mfg. Co., it is obvious that this process would greatly simplyfy flag making and cheapen the cost. The transmission of light through the stars might be of some advantage, under certain conditions it might not.

If woolen bunting were used I should greatly fear that the stars would lose much of their clearness, from the fact that they were not a solid white. Bunting is not even a clear white when new, and it collects grime very readily. I am sending you a piece of a flag of some age, that will show how the finer weave of cotton will retain its whiteness, as compared with the coarser, dust-collecting textures of the wool bunting. Such a change would considerably dim the effect.

The loss of a clear white in the stars would be very harmful to the flag the Commission is making, for in this the blue is lighter and the result would be a paler canton.

It may possibly be that this process can be worked out satisfactorily with another material. As you know we are awaiting the result of tests with two new materials, namely: mercerized cotton

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS · MAY · 17 · 1910

CHARLES MOORE Chairman
JAMES L GREENLEAF WM ADAMS DELANO
H SIDDONS MOWBRAY LORADO TAFT
MILTON B MEDARY Jr ABRAM GARFIELD
H P CAEMMERER Secretary

OFFICE OF THE SECRETARY INTERIOR DEPARTMENT BUILDING WASHINGTON D C

ponting, and waterproof (repellent) cotton bunting; both of which have the clear, white quality. One of these, if only used in the canton, might serve.

I note thar the Emerson Mfg. Co. speak of their sample No. 1 (wool bunting) as being proof against rain, sun, and salt water and sample No. 2 as not being proof against salt water.

At the meeting at the Bureau of Standards, Dec. 2, 1926, we found that a high degree of fastness was obtained when cotton was used, but the same results were not obtained, with the same dyes, when woolen bunting was employed.

The Emerson Mfg. Co. have not used the colors of the Commission's flag, and what they claim as permanent in colors we have really discarded, so that the question of permanency is not entirely settled.

I feel that the results at the Navy Yard will help us greatly in this question.

Yours sincerely,

H. Siddons Mowbray

I am returning by same mail the three flags plus a sample of my own.

July 19, 1927.

Dear Sirs:

The Director of the Bureau of Standards has sent to the Commission of Fine Arts the samples of the Coast Guard Flag and of the union for the United States flag. This Commission has been working with the Department of Commerce with a view to certain improvements in the United States flag, which has been suffered to fall below the former standards. This Commission is very much interested in the samples that you have sent and they will have the most careful consideration in connection with the officials of the Department of Commerce and of the Army and the Navy, with all of whom the Commission is working.

The Commission of Fine Arts has been especially concerned with the red and blue in the flag. The following extract from a statement by Mr. H. Siddons Mowbray, painter member of the Commission, will serve to indicate the lines along which the Commission has been working:

> "The meeting at the Bureau of Standards on December 2nd (1926) was mainly concerned with the exhibition of a variety of results of different and new formulas for reds and blues. In the previous tests at the Navy Yard, New York, March 24, the blue was the weak color of the two. Since then a new formula has been used with the result that the latter color has shown very remarkable resistant power in the tests carried on in the Bureau of Standards. Also in the case of the red a stronger red has been obtained.
>
> The report of Dr. Burgess in regard to these proceedings has been given to you already.
>
> While two beautiful colors have thus been obtained which are also perfectly fast and in entire accordance with the samples furnished by the Commission of Fine Arts, they are, as yet, satisfactory only

when used on cotton and silk. On woolen there is room for improvement.

Cotton in its ordinary form is considered too light a material for flag use. It has the advantage, however, of being a clearer white than woolen and collects dirt and grime less readily.

An experiment will be tried on a heavy mercerized cotton in the next tests.

The next step at the Bureau of Standards will be to have the Navy Department make four (4) flags of the same dimensions--i.e. cotton, mercerized cotton, woolen, and the present standard. These will be then submitted to the usual six weeks' test at the Brooklyn Navy Yard as soon as possible."

If your samples shall stand the tests of the Bureau of Standards, certain difficulties that have confronted the Commission arising from the sewing of the stars will be entirely eliminated and the union can be made to show a constellation rather than the monotonous arrangement at present in vogue.

The Commission would appreciate an additional set of these samples if you can conveniently send them.

Yours very truly,

(Signed) Charles Moore,

Chairman.

Emerson Manufacturing Co., Inc.,
161-167 Natoma Street,
San Francisco, California.

DEPARTMENT OF COMMERCE

BUREAU OF STANDARDS

WASHINGTON

RECEIVED
THE COMMISSION OF FINE ARTS,
WASHINGTON, D. C.
JUL 1 5 1927
NOTED
IN YOUR REPLY REFER TO FILE NO.
V-3

ADDRESS REPLY TO
BUREAU OF STANDARDS

WDA:LLC

July 15, 1927

The Commission of Fine Arts,
Interior Building,
Washington, D. C.

Subject: Sample Flags.

Gentlemen:

1. The accompanying correspondence with the Emerson Manufacturing Company refers to three sample flags which we are sending you under separate cover. It is thought the flags will be of interest in the standardization of the American Flag. The stars and the stripes have not been sewed together in these flags but have been produced on a single piece of cloth by the dyeing method employed. The result is that the stars are visible by transmitted light. The position of the stars could readily be changed in accordance with the suggestions of the Commission to produce a less regular, livelier appearing flag without costly changes in machinery. The cost of sewing together the stripes and sewing on the stars is eliminated.

2. After an examination of these flags will you please send them to Capt. Hal T. Vigor, Chairman Color Committee, F. S. B. War Department, Office of the Quartermaster General, Washington, D. C., for the attention of the committee.

Respectfully,

George K. Burgess, Director.

cc to Capt. Vigor.

Enclosure:
Copies of Correspondence.

Separate Cover:
Samples.

DEPARTMENT OF COMMERCE

BUREAU OF STANDARDS

WASHINGTON

ADDRESS REPLY TO
BUREAU OF STANDARDS
WDA:LLC

July 15, 1927

IN YOUR REPLY
REFER TO FILE NO.
V-3/Ic1

Emerson Manufacturing Co., Inc.,
161-167 Natoma Street,
San Francisco, Calif.

Subject: Sample Flags.

Gentlemen:

1. Your letter of July 6th and the sample flags referred to in it have been received.

2. We are forwarding these flags and copies of your letters of June 6th and July 6th first to the Commission of Fine Arts which is interested in the standardization of the American flag and then to the Technical Committee on Color of the Federal Specifications Board which also has the standardization of flags under consideration. The Army and Navy will know of the flags through their representatives on the committee.

3. Any comments or action taken by these organizations with respect to this type of flag will no doubt be brought to your attention.

Respectfully,

George K. Burgess

George K. Burgess, Director.

cc to Fine Arts Commission
Technical Committee, F.S.B.

EMERSON MANUFACTURING CO., INC.,

161-167 Natoma Street,

San Francisco, Calif.

July 6,
1 9 2 7.

Department of Commerce,
Bureau of Standards
Washington, D. C.

File V-3/Ici

Gentlemen: Attention: Mr. George K. Burgess, Director

In reply to your letter of June 25th the writer instructed his Assistant to send you samples as per our letter to you of June 6th, but overlooked to do so in our Fourth of July rush, and we are this day sending you by Parcel Post Insured under another cover, a sample Wool Bunting Coast Guard House Flag, size about 30" at hoist and 48" fly - Also a sample of a Union for United States Flag.

No. 1. Manufactured of United States Standard All Wool Bunting
No. 2. Manufactured of an Extra Heavy Double and Twisted Cotton Bunting.

The Wool Bunting Coast Guard House Flag and the Wool Bunting Union for United States Flag have been processed for sunlight, water, and salt water tests, and these Flags should not in any way run or change their color under these tests, as about a year ago we had the local Coast Guard Office at San Francisco test both of these type Flags by their Chemist, and after so many hours test the color did not change or run.

Sample No. 2. - Union for United States Flag manufactured of an extra Heavy Double and Twisted Cotton Bunting this test can not apply to, as it is fast only to sunlight and rain, the same as any other cotton materials are. It will not stand the salt water test, as it is most generally used for land purposes and not sea.

If you should not receive these samples kindly advise us and when they have been tested would you kindly notify us what decision your Board has made.

We are sorry that we overlooked sending you samples, as stated in our letter of June 6th.

Yours very truly,

EMERSON MANUFACTURING CO., INC.

(SIGNED) H. W. Pollock, Secretary

C:O P Y

C O P Y

DEPARTMENT OF COMMERCE

BUREAU OF STANDARDS

WASHINGTON

ADDRESS REPLY TO
BUREAU OF STANDARDS

IN YOUR REPLY
REFER TO FILE NO.

WDA:LLC

June 25, 1927

V-3/Ici

Emerson Manufacturing Co., Inc.,
161-167 Natoma Street,
San Francisco, Calif.

Subject: Flags.

Gentlemen:

Your letter of June 6th with reference to the standardization of flags has been received, but the sample flags stated in the letter to have been sent under separate cover have not been received. We are holding your letter until the flags are received, when you will be notified promptly.

Respectfully,

(SIGNED) George K. Burgess,
Director.

George K. Burgess, Director.

P M.

EMERSON MANUFACTURING CO, INC.

161-167 Natoma Street,

San Francisco, Calif.

June 6, 1927.

Bureau of Standards
Department of Commerce,
Washington, D. C.

For reference to the Committee having the consideration of Standardization of Flags.

Dear Sirs:

We are sending you by Parcel Post Insured under another cover a sample Wool Bunting Custom House Flag size about 30" at hoist and 48" fly, and a sample of a Union for United States Flag #1 Manufactured of United States Standard All Wool Bunting, #2 manufactured of a Heavy Double and Twisted Cotton Bunting, and we would suggest that you give these flags a thorough test.

We claim as to the Wool Custom House Flag that it is lighter in weight and more perfectly made than if manufactured in the usual way, and as to the Dyed Unions, you will note -

First - That they are light in weight.

Second - That the Stars are semi-transparent. They show equally well on both sides of the Flag when flying, whereas when Stars are sewed on they are visible on only one side.

Third - Dyed Unions are not so expensive.

If these flags test out as we are certain they will for fastness in color, we would suggest that your specifications in the future allow bidders to estimate on this type when making proposals.

We thoroughly understand that the Custom House Flag or the Coast Guard Service Flag has been changed in regard to the Eagle and the new Coat of Arms, adopted recently for the Custom House Flag. This sample is an old one. We further wish to advise you that we can manufacture the Custom House Flag and the Wool Unions of United States Standard Wool Bunting or United States Navy Construction Bunting.

Yours very truly,

EMERSON MANUFACTURING CO., INC.

(SIGNED) H. W. Pollock, Secretary.

C, R. 90

In reply, address not the signer of this letter but Bureau of Construction and Repair, Navy Department, Washington, D.C.

NAVY DEPARTMENT

BUREAU OF CONSTRUCTION AND REPAIR

Refer to No. JJ5-(5) (S) N/C WASHINGTON, D.C. VRM

SEP 21 1927

Subject: United States Flag Standardization. Report of Exposure Tests.

Enclosure (herewith):
(A) Supplementary report of tests on mercerized and waterproofed white cotton bunting (2 W/P).

Sir:

In accordance with verbal understanding agreed to by representatives of this Bureau at the conference on above subject, held on September 16, enclosure (A) is forwarded herewith.

It will be noted that the enclosed report is final and not the preliminary report read at the conference.

Respectfully,

Captain Corps

W. C. DeBOSE
By direction

Mr. H.P. Caemmerer, Secretary,
Commission of Fine Arts,
Washington, D. C.

SUPPLEMENTARY REPORT OF TESTS

ON

MERCERIZED AND WATERPROOFED

WHITE COTTON BUNTING.

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References: (a) Bu. C&R let.#JJ5-(S)(ME)3/11, 14 February 1927.
(b) Test #1605 Preliminary Report of Test.

Enclosures: (A) Sketch of Cotton flag at end of test.
(B) Sketch of Waterproofed flag at end of test.
(C) Sketch of Wool flag at end of test.
(D) Sketch of Mercerized flag at end of test.

1. In accordance with reference (a), tests have been conducted in the Material Laboratory, Navy Yard, New York, on treated and untreated cotton bunting.

PURPOSE OF TEST.

2. The materials under test were exposed to the weather, to determine their relative wearing qualities and suitability for use in the manufacture of flags.

DESCRIPTION.

3. The materials tested consisted of the following:

(a) - White Wool Bunting.
(b) - White Cotton Bunting.
(c) - White Mercerized Cotton Bunting.
(d) - White Waterproofed Cotton Bunting.

The material covered by (a) above consisted of white wool bunting in accordance with specifications 5B1a.

The material covered by (b) consisted of white cotton bunting in accordance with specifications 5B6.

The material covered by (c), consisted of white cotton bunting in accordance with specifications 5B6 and mercerized by the Pacific Mills Print Works, Lawrence, Mass.

The material covered by (d) consisted of white cotton bunting in accordance with specifications 5B6 and waterproofed (repellent) by the above company.

METHOD OF TEST.

4. Two hundred yards of 36" white cotton bunting and a sufficient quantity of muslin for stars, were forwarded to the Pacific Mills Print Works, for the purpose of waterproofing 100 yards of the bunt-

ing, the muslin, and mercerizing 100 yards of bunting.

The above material was manufactured into two #4 U.S. Ensigns, one of mercerized with waterproofed stars, and one of waterproofed (repellent) bunting with waterproofed stars.

In addition to the above, one #4 Ensign was manufactured from wool bunting and one Ensign from cotton bunting.

The usual tensile strength tests were conducted on samples of t the mercerized and waterproofed cotton bunting, both before and after treatment. These tests were conducted on strips of the bunting one inch wide.

The above 4 Ensigns were exposed to the weather on 3 June 1927 by suspending them from 4 lines running from the Flag Loft to the Searchlight Tower on Building #22 at this Yard. They could not be flown vertically as no staffs were available for this purpose. The angle of inclination of the halyards is above 30 degrees.

The flags were raised each day at 8:00 a.m. except on Sundays and holidays, and lowered at 4:45 p.m. They were exposed to all kinds of weather since the above date.

The flags were taken in 1 September 1927. The following weather conditions were noted during the run of the test:

EIGHT HOUR DAYS

Clear	Partly Cloudy	Cloudy	Rain
39½	13	5	10½

The last day of the test was very rainy and a stiff breeze blew from the North.

RESULTS OF TESTS.

5. On 14 July 1927, the cotton flag was accidentally torn by catching on the edge of the roof of Building #22, and was repaired with a patch 4"x6".

On 18 August 1927 during a rain storm with good wind, the cotton flag started and continued to fray for a distance of about eight inches at one corner of the fly edge. The hemmed fly edge of the cotton flag also on this date ripped from each end for a distance of about six or eight inches.

On 18 July 1927, the woolen flag became frayed at the two corners of the fly edge. To prevent extension of the ripped corners, which would occur in a very short time, a patch 5"x8" was placed in each corner.

Both the mercerized and the waterproofed cotton flags were in good condition, showing no signs of wear.

The three cotton flags are whiter than the woolen flag which has turned to a yellowish gray color, typical of white wool bunting.

Although the four flags show spots of dirt or smudge caused by drawing them over the window sills each morning and night, the general cleanliness of the flags indicates that they are not in need of cleaning at the present time.

It is observed that the gracefulness with which the four flags wave in a breeze is in the following order, the first flags waving most gracefully:

Wool, cotton, mercerized cotton, waterproofed cotton.

The woolen flag floats more continuously with gentle breezes, ripples running from the hoist to fly edge; the flag assumes a higher position for any breeze.

The cotton flag does not float or ripple as frequently or as high as the woolen flag. When wet the flag clings to itself more readily and for this reason does not fly as freely as the woolen flag.

The mercerized cotton flag does not float or ripple as freely as either the wool or cotton flag.

The waterproofed cotton flag has a greater tendency to float out in a breeze like a full sail without ripples and with surges of wind entwines itself more readily around its halyard. It also requires a longer period to untwine itself from the halyards.

It is observed also that the woolen flag because of its greater snap in a breeze on a rainy day throws from itself with each pronounced whip, a greater amount of water than is the case with the cotton flags. This condition no doubt lightens the flag by freeing itself of the water and thus enables it to float more readily in the breeze.

The following results were noted on the strength tests:

Cotton Flag

Not to Scale.

Test #1605a - A

Waterproofed Flag.

Not to Scale.

Test # 1605 a - B

Wool Flag.

Not to Scale

Test #1605a - C

Mercerized Flag.

Not to Scale

Test 1605a — D

COPY

September 16, 1927.

Sirs:

The Commission of Fine Arts, having listened to many arguments for and against an underpass in the west abutment of the Arlington Memorial Bridge, is of the opinion that it would be unwise in view of what may happen in the future to so construct the abutment as to make an underpass impossible.

The Commission, therefore, recommends that the Arlington Memorial Bridge Commission instruct Messrs. McKim, Mead and White to study an archway or the treatment of steps or retaining walls so that as future needs develop it may be possible to use this archway either for vehicular or pedestrian traffic. The Commission feels that a solution of this problem can be found which will in no way sacrifice the dignity or serenity of the Lincoln Memorial or the Memorial Bridge.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

The Arlington Memorial Bridge Commission,

Washington, D.C.

Exhibit P

COPY

September 16, 1927.

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For the Commission:

Very respectfully, Yours,

Charles Moore,

Chairman.

The Arlington Memorial Bridge Commission,

Washington, D.C.

Exhibit F

COPY

September 17, 1927.

Dear Sirs:

The Commission of Fine Arts, at their meeting yesterday, approved the model which you submitted for the "General Butler Tablet", with the suggestion that lines four and five, showing dates, be extended flush with the lines immediately above; also that the stars of the upper line be placed vertically with those indicated below.

For the Commission:

Very respectfully, yours,

Charles Moore,

Chairman.

Messrs. J. E. Caldwell and Company,
Juniper and Chestnut Streets,
Philadelphia, Pa.

Exhibit Q

September 17, 1877.

Dear Sir:

The Commission of Fish Ct., as [illegible] Secretary, approved the [illegible] for the removal Butler Island, with the exception that lines for [illegible] during the [illegible] from [illegible] shore; also that the piers of the upper [illegible] be placed [illegible] as indicated below.

For the Commission:

Very respectfully, your

Obedient Servt.

Chairman.

Messrs. J. E. Caldwell and Company,

Jupiter and Shelter Streets,

Philadelphia, Pa.